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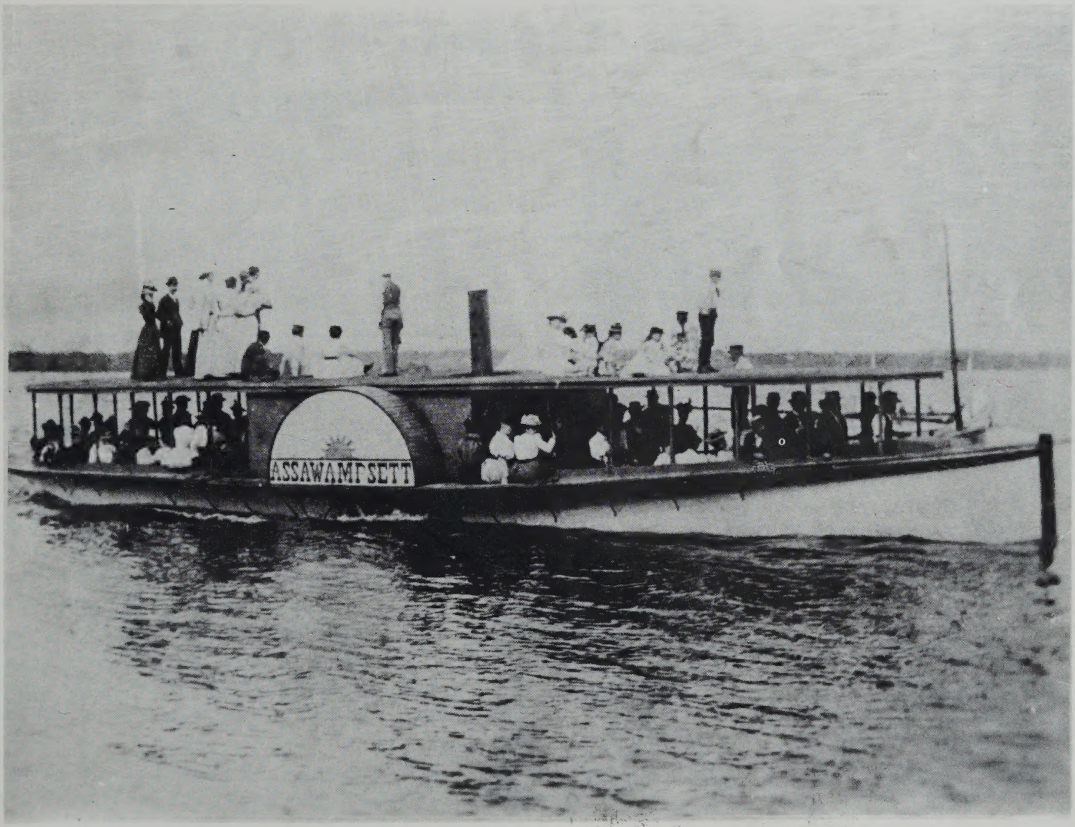

# THE STEAMER "ASSAWAMPSETT" ON THE CLEAR NEMASKET RIVER

## 1879 - 1895

Considerable space has been devoted in past issues to the steamboat "Assawampsett" which plied up and down the Nemasket River in the 1800's, but recently two unusual photographs of the steamboat have come to light as well as an article from a scrapbook kept by the late Mr. and Mrs. J. Herbert Cushing compiled in the early 1900's and loaned by their daughter-in-law, Mrs. J. Stearns Cushing, which reveals some interesting information about this unusual craft. The newspaper article is not dated but was probably published about 1938, since the steamboat excursions were begun in 1879, and the author mentions the fact that this event took place fifty-nine years before publication of the article.

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## ASSAWAMPSETT IS RECALLED AS BIG CRAFT

(from scrapbook of the late
J. Herbert and Harriet Cushing)

"Fifty Years Ago" (column in the Middleboro Gazette) recently recalled that H. H. Bennet and a Mr. Waldron planned to build a summer hotel on the south end of Great Quitticas Pond and that access to the resort was to be by steamboat from Middleboro. The reminiscence prompted many queries as to the veracity of the statement concerning steamboat travel from Middleboro to Assawampsett Pond.

A doubting Thomas who has in recent years viewed the five big ponds which make up the water supply for New Bedford, Taunton and Fall River, may well be forgiven for his suspicion. The narrow Nemasket River leading from Middleboro to Assawampsett Pond, its surface ruffled only by an occasional rowboat or canoe, can hardly be visualized as the scene of steamboat traffic fifty years ago.

Today the ponds, Assawampsett, Big Quitticas, Little Quiticas, Big Pocksha and Little Pocksha are the mecca for many auto parties seeking a quiet haven from the rush of congested highway traffic. Since the restriction as a water supply, their shores have been beautified and, with the exception of Assawampsett and Big Pocksha, their placid surfaces are free from boat traffic of any kind.

### *Old Timers Recall Parties*

It was vastly different 50 years ago. Old timers who know every foot of land in that section recall many exciting times "at the ponds". Steamboat trips up the Nemasket River from Middleboro to the ponds, were frequent every week during the summer and the attractions were picnic parties and dance boards at Stony Point, (now known as Nelson's Grove,) Green Point and at Sear's Point. Access to these summer resorts was by steamboat, canoe, rowboats, horse and carriages, coaches and bicycles.

Sear's Point, which is at the end of the sandbar separating Assawampsett from Big Pocksha, is now known as Winslow's Point. In those days the waters of the ponds were at least two feet lower than at present; the bar, therefore, was wider.

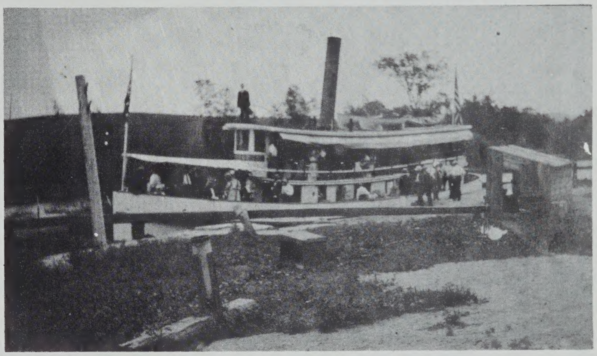
It was a stirring sight to see a coach with four horses abreast dash out of the adjoining woods and gallop along the bar to the point, while the side-wheeler Assawampsett, steamed its way across the pond. The ponds were dotted with boats of all kinds in those days; sailing fleet races were a common occurrence.

### *Tavern a Busy Place*

The idea of erecting a summer hotel on the south end of Big Quitticas would have been feasible 50 years ago. At that time Sampson's Tavern was located across the road from Assawampsett, at the left of Highland Road. It was extensively patronized in stage coach days. The poet, N. P. Willis, in a letter to the *Home Journal*, described the picturesque locality and of his inability to secure lodgings for a night, due to crowded conditions. He wrote:

"The number of gigs in the barnyard and the quantity of young ladies and gentlemen promenading in the neighborhood, prepared us for the regrets of the landlord, that he had not a bed disengaged. There were no less than three riding parties driven from the neighboring towns to Assawampsett to sail, fish, sup and pass the night and return in the morning, and to their primitive pleasures we were obliged, of course, to yield feather and coverlid. A cup of tea and a dish of fried pickerel was the landlord's offer in the way of consolation.

In those days there were no steam trains that stopped near the ponds, no electric cars nor automobiles. It was about 59 years ago that John B. LeBaron of Middleboro built the first steamboat for navigating the Nemasket River to the ponds. It was named the "Pioneer" and was a forty foot coal burning side-wheeler, which would accomodate 40 passengers. Three years later he built the 60 foot "Assawampsett." This boat would accomodate more than 100 passengers and an orchestra.



**The "Assawampsett" on the Clear Nemasket River.**

A close-up view of the "Assawampsett", clearly showing the smoke stack which had to be lowered each time the boat passed under one of the bridges. .

A moulder by trade, Mr. LeBaron built the boiler for the boat. Old timers recall a controversy which arose when Mr. LeBaron was informed he would be required to have a fireman's license. He protested strongly "that he had built the boat and ought to know how to run it." A compromise was reached whereby he received a special license to navigate the Assawampsett up the Nemasket River to the ponds . . .

The seventh annual celebration was observed in 1884 at Nelson's Stony Point Grove. Large posters advertised a clambake, grand scull races by Boston professionals, a tub race, rowing match, sailing regatta and fireworks. The clambake was to be served by David Babbitt, Assonet caterer, and J. B. LeBaron and G. E. Wood were in charge of the program.

Sylvanus Eugene Bisbee, who has spent all his life around the ponds and who now lives on the shore of Big Pocksha, recalls the times when as a boy he enjoyed the excursions by steamboat, the picnic parties and the "big doings of the grown-ups." He has seen little colonies grow up around the ponds, attended the old-time Fourth of July celebrations and witnessed the gradual reversion to the peaceful scenes with the use of the ponds as a water supply.

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Mertie E. Romaine ........ Editor

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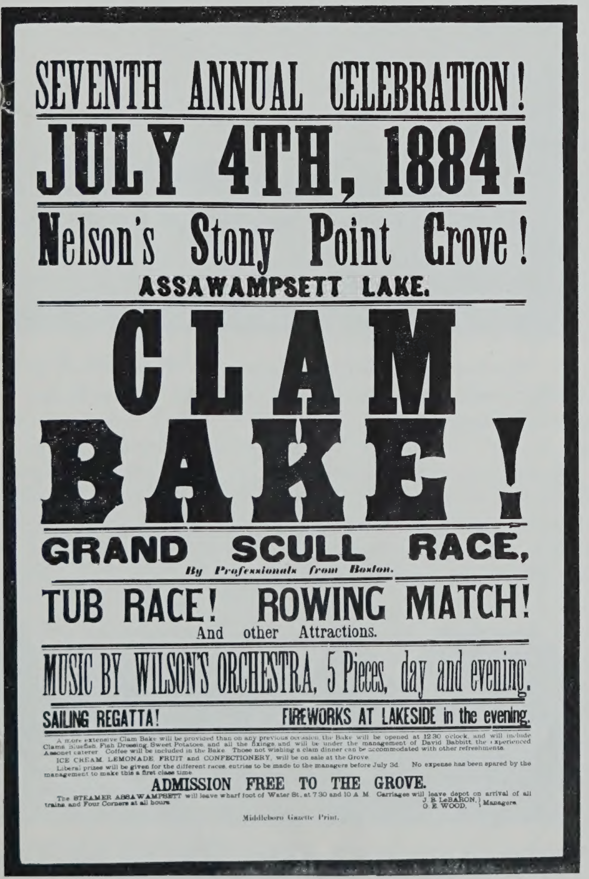
Incidentally, Mr. Bisbee gained notoriety a few years ago by collecting a bounty of $10 from the town of Middleboro for shooting a wildcat in the woods adjoining the ponds.

### *Tom Thumb an Entertainer*

General Tom Thumb is recalled by Mr. Bisbee as having taken part in many of the Fourth of July celebrations. He owned and sailed a 22 foot catboat on which he had mounted a two foot brass cannon that roared its salute at the arrival of every boat on Assawampsett. The holiday celebration in 1884 was enlivened by a sudden squall which overtook a fleet of sailboats and overturned ten of them. General Tom Thumb's boat was one of those which capsized.

The scull race was innovated on Assawampsett and proved to be a big attraction. Some old timers recount how "Harvard and Yale raced on Assawampsett," but in reality the race was between two professional crews from Boston.

A third steamboat was built by William Young for the Nemasket River. It was a 40 foot stern wheeler. After two trips up the river it was taken into Long Pond and used for excursion trips.



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### *Mail Coaches an Event*

Youngsters in those days thrilled at the arrival of mail coaches at Sampson's Tavern. The foundation of the old tavern can still be seen at the foot of Highland Road. When the stage coach days ended, the tavern was purchased by the late Eben Perry of New Bedford for a summer home. It was torn down several years ago by the Taunton Water Board when that city started using the pond for its water supply.

Skating parties attracted many to the ponds, but the dances on the various points were more popular. The customary orchestra then was a bull fiddle, a harp and a violin. The dances always commenced with the good old Virginia Reel to the music of "Turkey in the Straw," followed by plenty of old fashioned waltzes including "After the Ball is Over" and "The Blue Danube."

### *Dinner Parties on Shores*

Dinner parties in those days were often served outdoors on the shores of the ponds. A typical menu comprised baked black bass or stuffed pickerel, onions, potatoes, green corn, cucumbers, beets, hot brown bread and a dessert of luscious watermellon. A snifter of old rum was available, also.

The wilderness and the old landmarks are gone, but in their place are scenes of beauty and tranquility that cannot be surpassed. A modern hotel would be as much out of place now as a steamboat attempting to navigate the Nemasket River. Times change, but memories linger on.

## The Nemasket River Canal

*In another scrapbook was discovered a newspaper article about the canal that was cut near Vaughan's Bridge as an adjunct to Nemasket River and used by J. B. LeBaron's steamboats.*

Lots of folks in Middleboro know about and some have had a ride through the Panama Canal or the Suez Canal, but chances are that few of them realize that there was a corporation formed in Middleboro years ago to build and operate a canal.

It wasn't as extensive as the two previously mentioned, but it did fill a needed want and was of some value for the purpose it was built.

The purpose of the canal was to supply a greater flow of water in the Nemasket River, to provide greater power for the cotton mill located at the Wareham Street bridge as well as to offer manufacturing interests on the river. They included the woolen mill at Star Mills and a saw mill, as well as a shovel shop which flourished near the Wareham Street bridge.

It was incorporated as the Middleboro Coal Company in 1816, with Abiel Washburn, Thomas Weston, Levi Pierce, Horatio G. Wood and their associates and successors named as the incorporators. They were "authorized to operate, maintain and manage a canal from the northerly part of Assawampsett pond to unite with the Nemasket River. It was located near Vaughan's bridge.

A large amount of money was spent on the canal, for all labor at this time was by hand, with the assistance of horses, but it failed to provide the greater power which was expected, and eventually its operation was abandoned.

It did prove an asset when John B. LeBaron built his steamer to cruise the Nemasket and the ponds. The river between Vaughan's bridge and the Alms House bridge had two almost right turns in its curving and the portion of the canal which straightened this condition was an asset.

The route of the canal still may be seen from Vaughan's bridge as well as the crooked circle which it cut away from the route of the river. With the amount of water running in the river now, neither one would be expected to float much more than a canoe. (*And this was written in 1949!*)

## THE OLD SHOVEL WORKS ON NEMASKET RIVER

In the year 1762, a dam was built across the Nemasket River at what is now Wareham Street and a variety of industries located there: a forge, a cotton factory, a grist mill, and lastly a shovel mill. In 1868, the mill was destroyed by fire. At this time the company was known as the Nemasket Manufacturing Company and was owned by William L. Brown, Nathaniel B. Sherman and Peter Washburn. In a newspaper article in the Middleboro Gazette dated November 7, 1868, was an account of the fire.

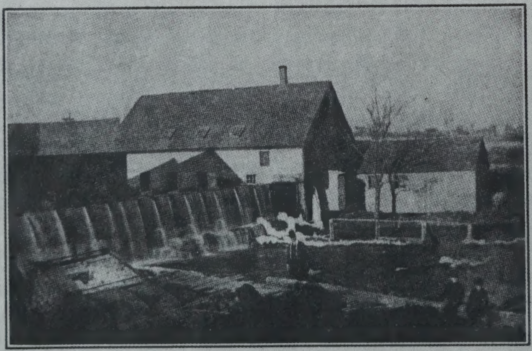
"The Hammer and Finishing shop of the Shovel works of Brown, Sherman & Washburn, near the upper factory was entirely consumed by fire about half past five o'clock this morning. The fire caught in the varnish room of the finishing shop but cause is unknown. The watchman had been in the building about an hour previous, but had left everything safe. The fire was discovered on the roof from the outside. The Bay State Engine Company was soon on the spot, and did good service, but was unable to save only the adjoining buildings which caught several times from the flying sparks which were carried by the wind upon them.

The entire stock of large and valuable machinery recently put in was rendered almost useless.

Some twenty hands were employed who are thus thrown out of employment. The property was insured a portion of its value; the whole property including the building saved being insured for about $16,000.

At this early moment we are unable to give any estimate of the loss.

Messrs. Brown, Sherman & Washburn have but recently established the business here, and we understand were succeeding well, having orders to fill up to February next, and must therefore incur great loss."

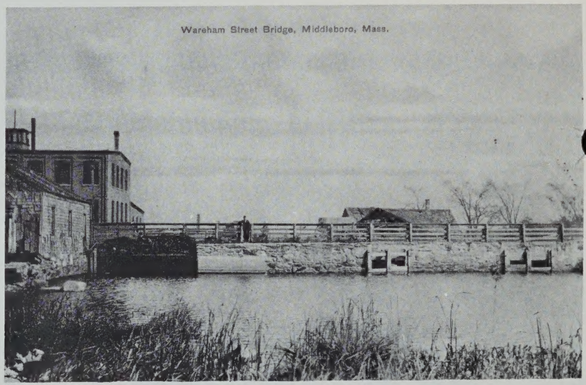


The Dam at the Old Shovel Works

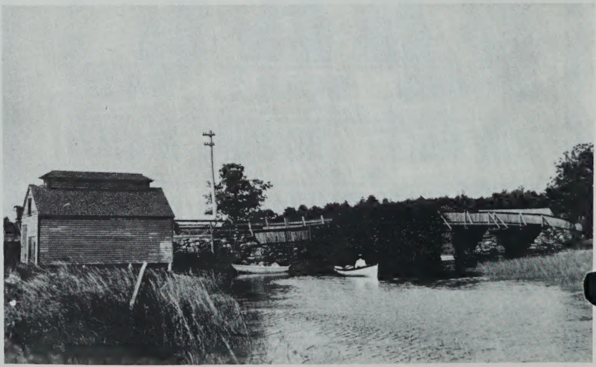
An "Old Middleborough Calendar" of 1924 showed a picture of the dam at Wareham Street and the shovel works. The ruins of the shovel works, burned in 1868, remained beside the electric station until well into the 1900's. This editor vividly remembers as a small child gazing down from the upper windows of the electric station into the ruins of the shovel works.

In the second picture, which is of the Wareham Street bridge, the top of the shovel works can be seen in the background with the electric station beside it. The building in the left foreground was known as the "Ocean House." Boys used to dive from its windows into the river and in 1905, a six year old boy fell into the river from one of the windows and was drowned. In 1908, the building was in such a state of delapidation it was condemned by the board of health but was not demolished until 1910.

We are indebted for the pictures and information about the burning of the shovel works to the three granddaughters of Peter Washburn, Miriam A. Bassett, Inez B. Alder, and Helen B. Tibbetts.



Wareham Street bridge showing the shovel works in the background, the electric station, and the "Ocean House" in the left foreground.



Another view of Nemasket River at the East Grove Street bridge, showing the boathouse that remained until about 1920. Many canoeists left their canoes there ready for a paddle up the then wide and beautiful Nemasket to the lakes.

# TWIGS & BRANCHES
of
Olde Middleborough
in
Plymouth County
Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

Feeling ran high during the Revolutionary War period in the New England states and particularly in the state of Massachusetts. Many of the residents still felt an intense loyalty to the crown and did not particularly wish to become an independent nation. Yet others felt just as strongly that there should be no ties with England. The inevitable, of course, happened time and again . . . and various individuals were mobbed, homes were confiscated and the dissenters . . . generally called Tories . . . had to fend for themselves and frequently this meant leaving town in order to save their own lives.

The Oliver family, residents of Middleboro and Boston were Tories and they suffered keenly inasmuch as their loyalty to the crown was not the opinion shared by most of their neighbors.

During the year 1775 various residents of Middleborough and the neighboring towns were victims of the mobs who were cruel and determined to punish those persons who desired to remain loyal to the English and who did not want to separate from the English rule.

At Taunton, Daniel Leonard was driven from his house and there were bullets fired into it by the mob . . . and he was obliged to take refuge in Boston. The charge was 'for obeying his Majesty's requisition as one of his council for the province'. Colonel Gilbert of Freetown was also firm in his loyalty to the English government and while at Dartmouth during the month of August was attacked by a mob of about 100 persons at midnight. With the help of the family where he lodged the attackers were beaten off.

The chief justice of the province in Middleborough, was threatened to be stopped on the highway in going to Boston court, but his firmness and known resolution, supporting government in this as well as many other instances, intimidated the mob from laying hands on him; he was also threatened with opposition in going into court, but the fear of the troops prevented action.

About the same time the Lieutenant-Governor Oliver, president of his Majesty's Council, was attacked at Cambridge by a mob of about four thousand and was compelled to resign his seat at the board and since that time was obliged to leave his estate and take refuge with his family in Boston.

Feelings still ran high and the patriots continued to 'run out of town' and endanger the lives of those known to be loyal to the crown. Colonel Edson, a member of his Majesty's Council was driven from his home in Bridgewater . . . the reason being that he had accepted his Majesty's appointment as a councillor.

Richard Clark was a consignee of the tea and he was obliged to flee from his home in Salem to Boston. His son Isaac went to Plymouth to collect debts but in the night was assaulted by a mob and obliged to get out of town by midnight.

Jesse Dunbar, of Halifax in Plymouth county, bought some fat cattle of Mr. Thomas the counsellor and drove them to Plymouth for sale; one of the oxen being skinned and hung up, the committee came to him and finding he bought it of Mr. Thomas, they put the ox into a cart, and fixing Dunbar in his belly, carried him four miles, and then made him pay a dollar, after taking three more cattle and a horse from him. The Plymouth mob delivered him to the Kingston mob, which carted him four miles further and forced from him another dollar, then delivered him to the Duxborough mob, who abused him by throwing the tripe in his face and endeavoring to cover him with it to the endangering of his life.

Then they threw dirt at him, and after other abuses carried him to said Thomas's house and made him pay another sum of money, and he not taking the beef, they flung it in the road and quitted him.

Daniel Dunbar of Halifax, an ensign of militia there, had his colors demanded by the mob some of the selectmen being the chief actors. He refused, they broke into his house, took him out, forced him upon a rail, and after keeping him two or three hours in such abuses, he was forced to give up his colors to save his life.

On January 17, 1775 eleven person were chosen in the town of Plymouth to observe the actions of the Tories and make report from time to time, what they can hear and observe.

On the 9th of February 1775 some gentlemen were dining together at a house in New York. One of the men repeatedly used the term Tory and a second gentleman asked . . and pray what is a Tory? The reply came "A Tory is a thing whose head is in England, and the body in America and its neck ought to be stretched."

Actually the residents of Middleborough took very little action against the Tories. With the exception of the banishment of Peter Oliver and his son there were few acts of hostility committed. Not that they were less annoyed and opposed to the Tories and their thinking but rather that they apparently preferred not to get involved. Many of the neighboring towns were far more active in the opposition to those persons who remained loyal to the Crown.

After the Revolution people in all the areas . . . particularly in eastern Massachusetts started 'moving on' and we frequently find several members of a family taking up residence in Vermont, New Hampshire and New York state. Maine still under the jurisdiction of Massachusetts received many settlers who had been in the Revolution and accepted bounty land of a certain number of acres when cash-money for army services was no longer available.

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William B. Taylor

Part 4

### *Early Woodland Period*

After a warming trend during the Late Archaic Period, the New England climate cooled gradually to its present condition. Within the oak forests of southern New England, chestnut trees gradually replaced hickory trees. The discovery of the bow and arrow led to drastic changes in their hunting habits. Hunting of small game, especially the white-tailed deer, and fishing with nets and barbed spears is confirmed by remains uncovered in dated Woodland shell middens. (Fetchko, Grimes & Phippen 1975:20)

Pottery began to appear at this time, being grit tempered and rather crude in manufacture, with conoidal shape and prominent pointed base. A new culture period was beginning in which the woman would play a prominent role in the making of clay cooking vessels. Formerly soapstone bowls were made by the men and this labor change created a small industrial revolution. (Fowler 1966:51)

Long distance trade and migration from the Ohio River Valley is evidenced by unusual points of New York State flints (Meadowwood and Rossville points) and ritualistic artifacts such as triangular cache blades, gorgets and birdstones representative of initial contact with the Adena culture of the Ohio Valley. This influence caused a mixing of ideas and traditions between the native inhabitants and those from the mid-west. Acceptance can be noticed in the mortuary ceremonialism of certain graves from the period as well as the copying of imported points, subsequently being made of local material (usually felsite). (See Fig. No. 11 & 12)

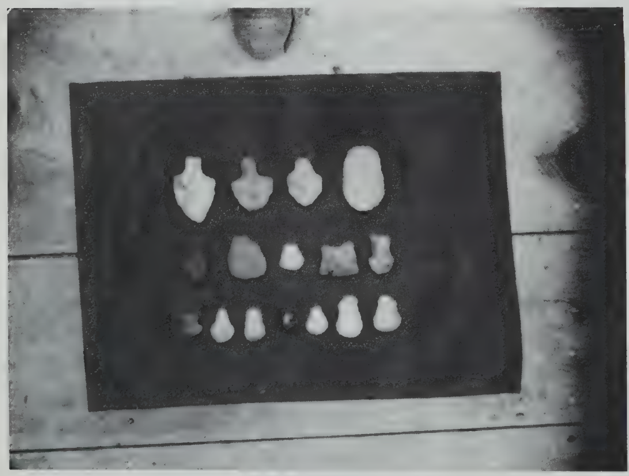

Figure 11

Stem, Shaft and Steepedge scrapers from Early Archaic thru Woodland Culture periods. Used in the cleaning and curing of hides to make clothing and the finish work on wooden products such as arrowshafts, bowls, dishes, dugout canoes and the shaping of wooden handles, etc.

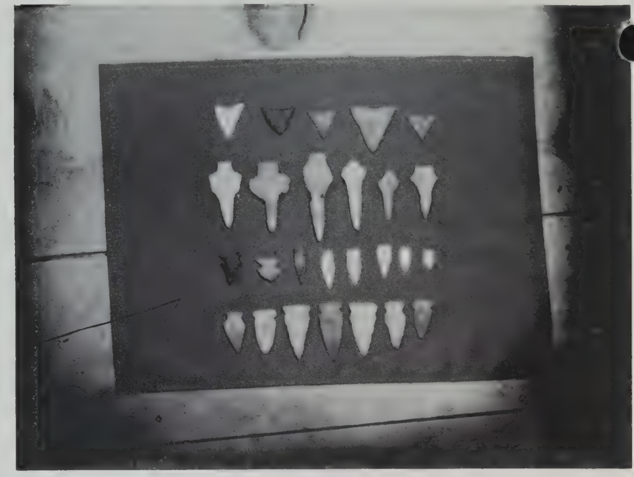

Figure 12

A group of Late Archaic and Woodland points. Top row shows Small Triangular No. 5 and Large Triangular (Levanna) points. Second row has 6 Cross Drills. Third row shows Corner-notched and Small Stem points. Bottom row has 7 Side-notched points.

### *Middle Woodland Period*

Continuing influence from the west is evidenced by appearance of more Adena artifacts such as block-end tubular pipes, slate bars, boatstones and small stone maskettes. The Hopewellian culture, which succeeded the Adena culture in the mid-west, also is noted as platform pipes and mica ornaments are now introduced into New England. The appearance of these fine artifacts is usually confined to mortuary offerings of graves, although occassionally surface finds have been noted. The cause of this easterly migration of small Adena groups was perhaps brought on by political and social upheaval within the Ohio Valley. (See Fig. 13)

Another imported point of this period is the Jack's Reef corner notched point. The black and green flints used to make many of these imported points can trace their origin to the large flint mines along the Hudson River Valley. Brown flint or chert comes from Buck's County, Pennsylvania.

Stage 2 pottery made during this period shows some improvement in construction. Simple designs appear on necks of pots and add to their appearance. Crushed shell and medium grained mineral is now used for temper, which resulted in stronger ware.

### *Late Woodland Period*

Large sites were now possible, as Indians learned to plant corn (maize). Complete dependence upon natural food was no longer required. Growing of crops made them dependent upon the land. By the end of the Woodland period cultivated crops included maize, beans, squash, pumpkins, tobacco and possibly gourds and melons. After harvest, food could be stored for winter use in underground pits. More time was now available for the development of language, social customs and religion.

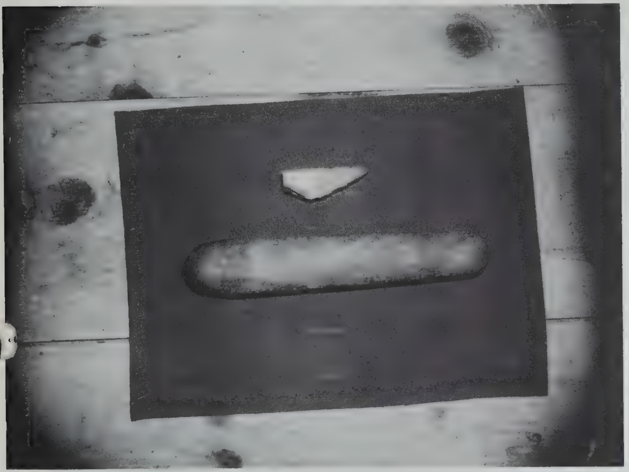

Figure 13

At top is a steatite Boatstone found in a cremation burial in 1954. At bottom is an 11½" Pestle from Late Woodland period. Both ends have high polish from grinding maize.

Pottery improves greatly as new techniques were brought in from outside culture centers. Geometric designs are quite common now. The bottom of pots were now more rounded and many larger vessels have collars. Fine mineral temper and crushed shell were used, as well as some vegetable temper. Somewhat thicker ware improved tensile strength. (See Fig. 14 & 15)

Large triangular points (Levanna) are commonly found now. Effigy carvings, first started in the Late Archaic period, now reach maturity. The ends of pestles sometimes have figures of bear, wolf, deer and human face adorning them. Another form used is the Phallus, which may indicate a fertility rite, probably used during corn planting ceremonies in the spring to help assure a good crop. (Fetchko, Grimes & Phippen 1975:25)

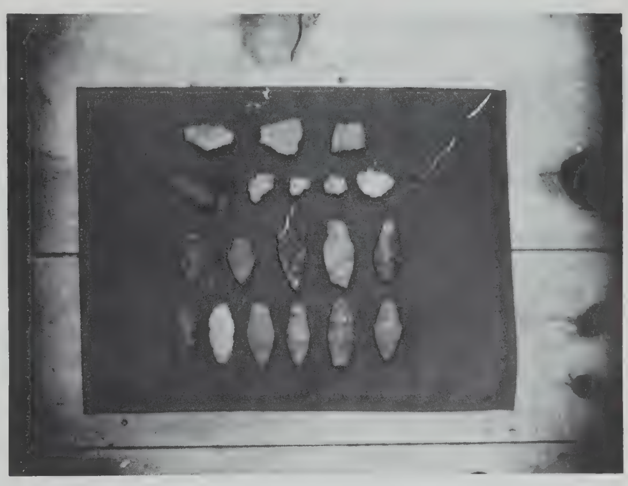

Figure 14

Top two rows show 8 potsherds from Stage II, III and IV pots. Temper varies from medium sized grains of mineral, to fine grained, to vegetable in largest sherd in second row. At the bottom are two rows of 11 Tapered Stem points found in a cache in 1963 from Late Archaic or Early Woodland era.

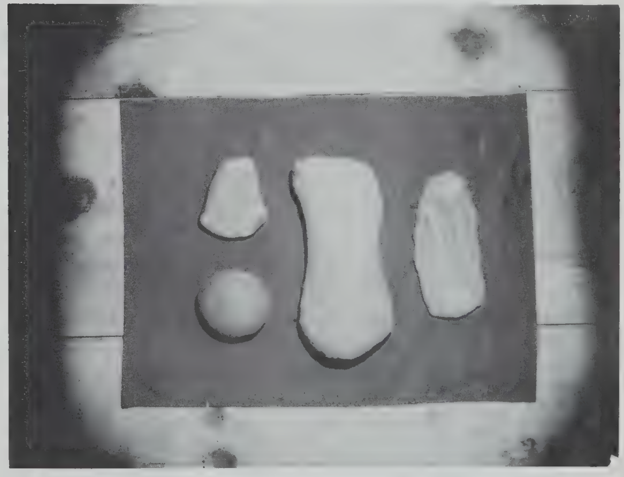

Figure 15

Two Hammerstones at left, Stem Spade on right and Muller in center; another maize grinding tool.

*— To be continued —*

* * *

## ANNUAL MEETING

### Middleborough Historical Association,

### June 5, 1978

The annual meeting was held at the Riverside Restaurant in Middleboro on June 5th with a dinner served at 6:30 P.M. with over one hundred members in attendance. The speaker of the evening was Marilyn E. Strauss of West Barnstable, Massachusetts, who brought with her a large collection of miniature weathervanes of her own creation, each one representing a weathervane of historical interest, such as a replica of the one on Fanuel Hall in Boston, the famous grasshopper vane, and the oldest weathervane in the United States located in Albany, New York. Each little weathervane was mounted on an appropriate background, either weathered shingle or on some antique article. Mrs. Strauss gave the historical background of each vane.

No reports were read at the meeting since printed copies were mailed to the membership. The Secretary's printed report listed sixty new members since June, 1977, representing all parts of the country including California, Washington state, Ohio and Michigan.

The Nominating Committee, Henry Humphreys chairman, brought in the following slate of officers which were unanimously elected:

| | |
|---|---|
| President | Frederick E. Eayrs, Jr. |
| Vice President | Thomas Maddigan |
| Secretary | Ruth E. Gates |
| Treasurer | Kenneth Butler |
| Directors | Thomas Frates,<br>Joseph Sinoski,<br>A. Kingman Pratt |

The newly elected president, Mr. Eayrs, first became interested in the field of history during his high school years when he became assistant curator of the Middleborough Historical Museum under the direction of Lawrence B. Romaine, curator. He went on to study at Olivet College, Michigan, and the University of Michigan where he was awarded two Master's degrees, in American History and Architectural History. After being associated with the Detroit Historical Museum he became Curator of Education at the Historical Society of Michigan at Ann Arbor. In 1974 he became Curator of Properties with the Society of Preservation of New England Antiquities with headquarters in Cambridge, Massachusetts. Now Mr. Eayrs has come full circle, taking up his residence again in Middleboro with his wife Andrea, as newly elected president of the Middleborough Historical Association which sponsors the Middleborough Historical Museum where his career in history began.

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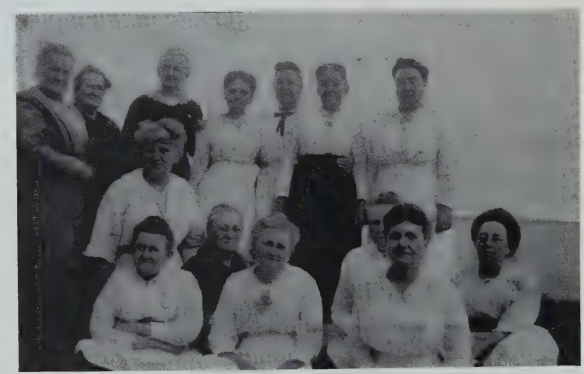
## QUESTION BOX

Mrs. Ruth M. Thomas of Seattle, Washington, has two queries:

Parents needed: Thomas Miller, b. ca 1775, wife Mary Holmes, children William, Beecher, Caleb, Abigail, Mercy, Chloe b. Sept. 1808, married William J. Harlow ca 1827, died 6 May, 1890, Syracuse, N. Y.

Parents needed: James Harlow b. 1781 Conn., married ca 1805 Zermiah Dunham (Durham) (Son William James Harlow, b. 1806) resided Delaware Co., N. Y. 1801-1860.



## THE WOMAN'S RELIEF CORPS

### The Winner's Club

In the last issue of the Antiquarian was printed a photograph of a group of ladies, almost none of whom had been identified. It was suggested if anyone knew the identities of the ladies photographed, the names be sent in to be published We are indebted to Mrs. Madeline Fairbanks and Mrs. Ethel Penniman for the following identifications: Ellen Gay, Anna Simmons, Ella McAllister, Syrvell Shurtleff, Mary Obed Shaw, Mrs. Albert Sparrow, Emma Holmes, Mary Day, Alice Ashley (with bow tie) Mrs. Mary Andrews, Mrs. Perry. A few still remain unidentified.

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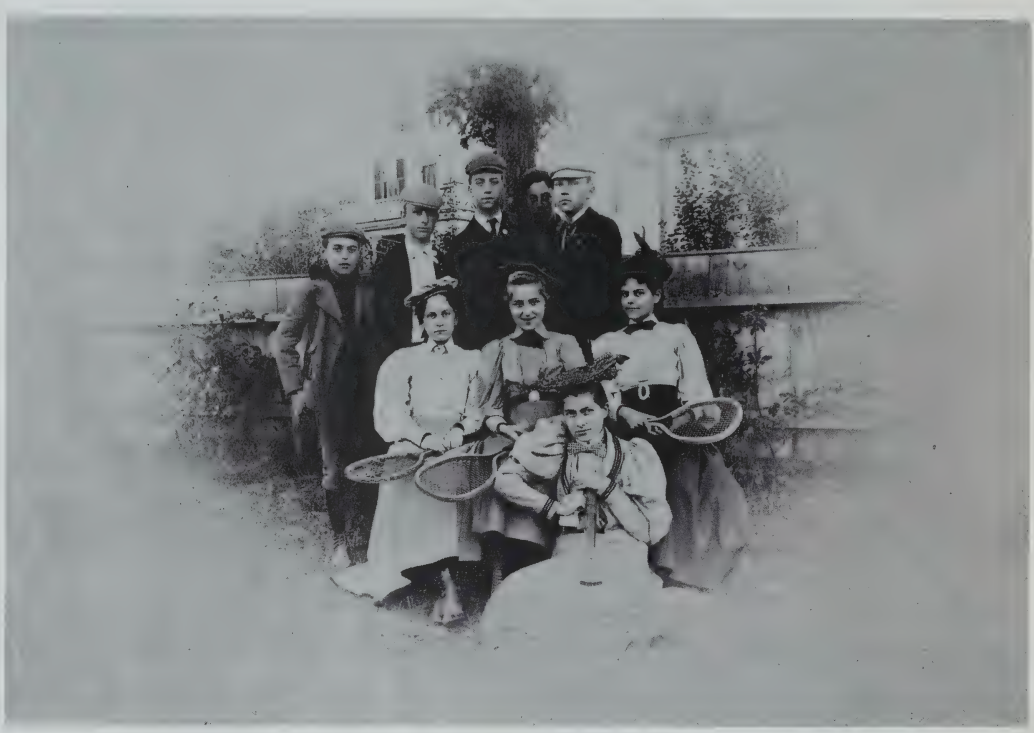

Courtesy of Madeline Shaw Osborne

## THE NASHAWENA TENNIS CLUB

Taken at Arthur Pierce Brooks Simmons on the grounds of the Nashawena Tennis Club. 1896.

Theodore N. Wood, Charles Kinsley Woodbridge, George Arthur Shurtleff, Arthur Pierce Simmons, Leslie David Baldwin, Marion K. Tillson, Olive W. Sullivan, Annie S. Cushman, Lena Mae Baldwin.

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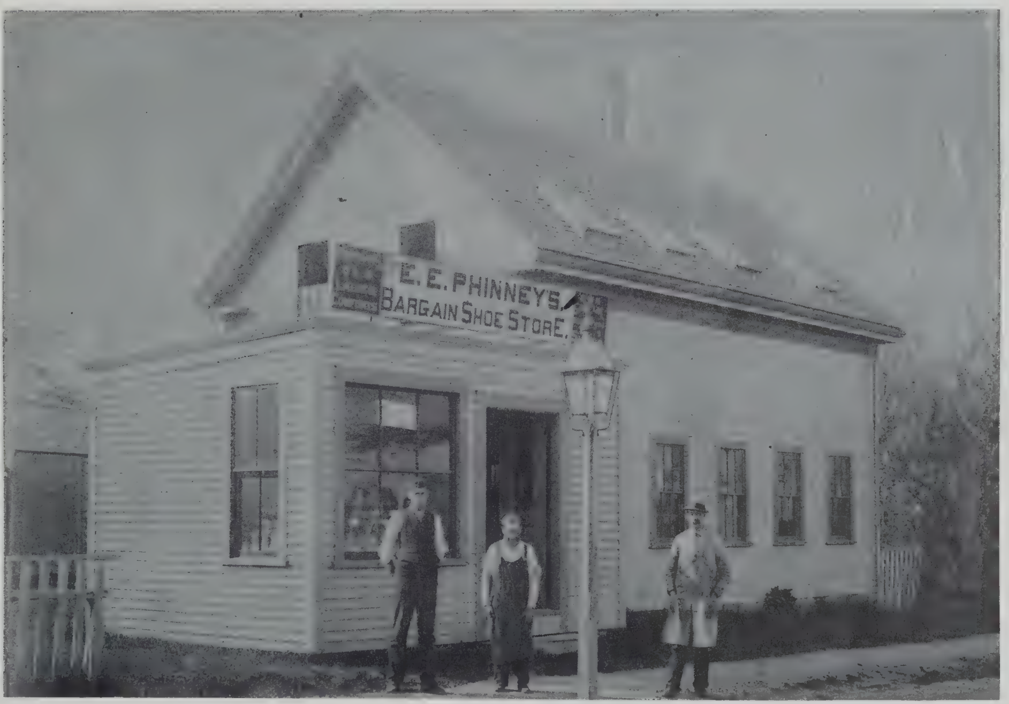

## A FAMILY SHOE SHOP

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The gentlemen standing in front of the shoe shop are identified as Alton Aldrich, "Con" Cronin, and William O. Penniman.

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MIDDLEBORO and LAKEVILLE

## A Plymouth Area Chairmaking Tradition of the Late Seventeenth-Century

by
Robert St. George
*Department of American Decorative Arts*
*Museum of Fine Arts, Boston.*

The discovery of two related turned armchairs belonging to the Middleborough Historical Society has thrown new light on what is the only rural chairmaking tradition yet documented to the Plymouth, Massachusetts area during the last quarter of the seventeenth- and the first decade of the eighteenth century. The craft of making turned chairs, called turning, involved the fashioning of pieces of wood square in section by rotating them in a lathe and cutting away the unwanted wood with specially shaped tools. Turning and turners have been virtually ignored by historians of the decorative arts until the recent (1977) publication of Robert F. Trent's *Hearts & Crowns: Folk Chairs of the Connecticut Coast 1720 - 1840.*[1] Trent's study, the first to offer insight into how the turner organized, proportioned, and executed his wares over a long period of time, was an in-depth examination of a particular group of chairs and chairmakers which had been previously studied by Benno M. Forman in his brief but insightful article "The Crown and York Chairs of Coastal Connecticut and the Work of the Durands of Milford."[2] These two works, however, deal with the state of the craft as it existed from the mid-eighteenth century and leave the reader interested in earlier chairs with little to fall back on save for Wilson Lynes' excellent but limited "Slat-Back Chairs of New England and the Middle-Atlantic States."[3] While Lynes did point out the different European precedents for many of the variants of the turned chair form made in early America, he nor any one since has dealt with the variations found in any single chairmaking tradition before the middle of the eighteenth century.

To date (1978) six related chairs have been found with histories of ownership in Plymouth and two small villages heavily settled by former Plymouth residents — Plympton and Middleboro. Because the chairs have histories in towns which are geographically so close to one another, the search for a craftsman who may have made them is made considerably less difficult. A search of the Plymouth Colony probate records (1633-1685) and the Plymouth County probate records(1686-1730) has revealed only *one* craftsman who lived in the town of Plymouth and whose ownership of a lathe or turning tools is mentioned in the documentary record: Ephriam Tinkham II.

Tinkham was born in Plymouth in 1649, the son of Ephriam Tinkham the elder, who had come to Plymouth from Ashburton, Devon. In 1678 the younger Tinkham married Hester Wright of Plymouth. Apparently they remained in Plymouth until shortly before 1694, when he is listed as a founder of the first church in Middleboro; two years later he became the town clerk of Middleboro, a post kept until his death in 1713. The inventory of his estate, taken on 27 July of that year, reveals that he died possessed of:

| | |
|---|---|
| Turners Tools | [£]1.11.6 |
| Carpenters Tools | [£]1.17.0 |
| one Turners Laith & Turned Timber | [£]1.0.0[4] |

Because Tinkham was born in 1649 and did not leave Plymouth until *circa* 1694, at which time he must have been approaching the age of forty-five, he must have learned his trade in Plymouth as an apprentice to a master craftsman already in business. Given that the average apprentice served his time between the ages of fourteen and twenty-one, it is safe to assume that Tinkham was so occupied from 1663 until 1670. Unfortunately, all available documentary records fail to mention any first or second craftsman working as a turner in Plymouth who could have been his master. However, as Tinkham also owned carpenter's tools in his inventory, he may have served his time with one of the several carpenters working in Plymouth in the third quarter of the seventeenth century. Moreover, as lathes were sometimes probably not entered seperately in inventories because they were considered part of the shop building (especially in the case of pole-lathes), any of these older carpenters also may have had turning skills without evidence to that fact having survived. Similarly, the attribution of these chairs to Tinkham must be tempered with the realization that they have been made by any carpenter; nonetheless, the attribution to Tinkham is supported not only by his ownership of a lathe, but also by his possession of turner's tools and turned timber. Whatever the case, judging from the power of the apprenticeship system in New England in the seventeenth century, it suffices to say that the maker of these chairs learned his craft by imitating the wares of his master. Thus, the chairs illustrated in this essay were based on earlier forms which may be represented by a single chair now in the Mabel Brady Garvan Collection of the Yale University Art Gallery.[5]

The chair illustrated in figure one descended through eight generations of the Weston family of Duxbury and Middleborough until it was purchased from Flora G. (Thomas) Weston in 1959 by Mr. and Mrs. Frank Winthrop of Dedham. The Winthrops then presented the chair to the Middleborough Historical Society in 1973.[6] Although the chair is said to have originally been the property of Edmund Weston (1607-1686), the first owner was probably his son, Edmund of Plymouth, who was granted fifty acres of land on Winatuxett Neck by that town in 1702.[7] Upon the death of the younger Edmund, the chair must have passed to his brother, Elnathan (d. 1729), from whom the chair descended to its last private owners (see note 6, above). The attribution of the chair to the hand or shop of Ephraim Tinkham is supported by the younger Edmund's residence in Plymouth in the years preceding Tinkham's removal to Middleboro in 1694.

Two additional chairs related to the Weston family chair survive which also have histories of ownership in Plymouth. According to tradition, the example shown in figure two, now in the collection of the Pilgrim Society, Plymouth, descended from elder John Churchill of Plymouth, who was there by

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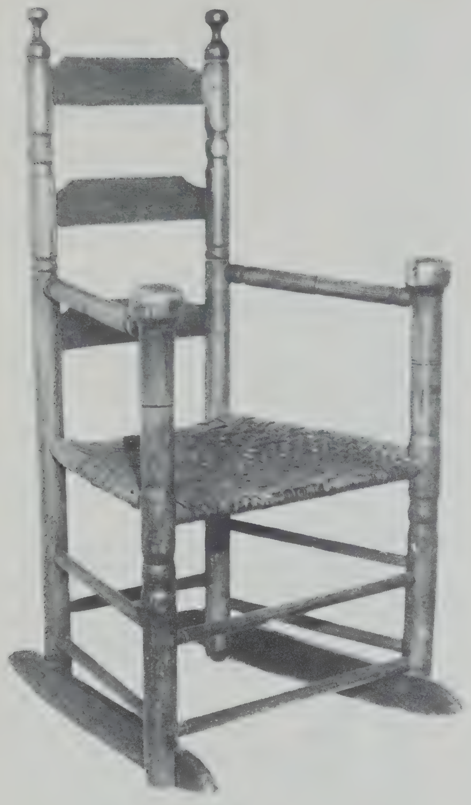

Fig. 1. Slat-back armchair, attributed to Ephraim Tinkham II. Plymouth, Massachusetts, 1670-1694. Ash and maple. H. 45¼" (114.9 cm.) without rockers, W. at rear of seat: 16" (40.6 cm.); at front of seat: 24" (61 cm.), D. of seat: 15½" (39.4 cm.). (Middleborough Historical Society: photo, author.)

1643, and who called himself "planter" in a land transaction of 1652.[8] However, since he died in 1662 — the year before Tinkham would have finished his apprenticeship — it seems that in this case too, the original owner of the chair was his son, Eleazar. When Helen Comstock first published this chair in 1955, she suggested that the first owner was Eleazar's brother, John II.[9] However, genealogical research suggests otherwise. Because the last private owner of the chair, the colonial revival architect Joseph Everett Chandler, inherited it from his father, Albert Churchill Chandler, the chair must have fallen from the Churchill family into the hands of the Chandlers; it probably did so when Elizabeth Churchill (b. 1795) married Joseph Chandler. This would have the probable line of descent to Elizabeth as follows:

Eleazar$_2$ *probable first owner* (son of John$_1$)
Stephen$_3$ (1717-1751; son of Eleazar$_2$)
Stephen$_4$ (son of Stephen$_3$)
Peleg$_5$ (1769-1810; son of Stephen$_4$)
Elizabeth$_6$ (b. 1795; daughter of Peleg$_5$)[10]

With both the Weston and Churchill family chairs, the claim that they were first owned by the immigrant patriarch of the family shows how the great chair was frequently the focus of genealogical sentiment and the local New England imagination in its most family-oriented and romantic form.

The third Plymouth chair of the group (figure three), though now lost, was photographed in the first decade of the twentieth century when still in the possession and residence of the Harlow family. As seen in the photograph, it was placed next to the great fireplace in the hall of the house before it was opened as a museum. Presumably, the chair may have descended in the Harlow family, although this must remain mere conjecture. At least it has a history of location, if not one of ownership.

An additional chair (figure four) has a history in the southern part of Plympton (now Carver), which was made a precinct of Plymouth (the Upper Society) in 1698 and was incorporated as a town in 1707. Now in the Bayou Bend Collection of the Museum of Fine Arts, Houston, the chair

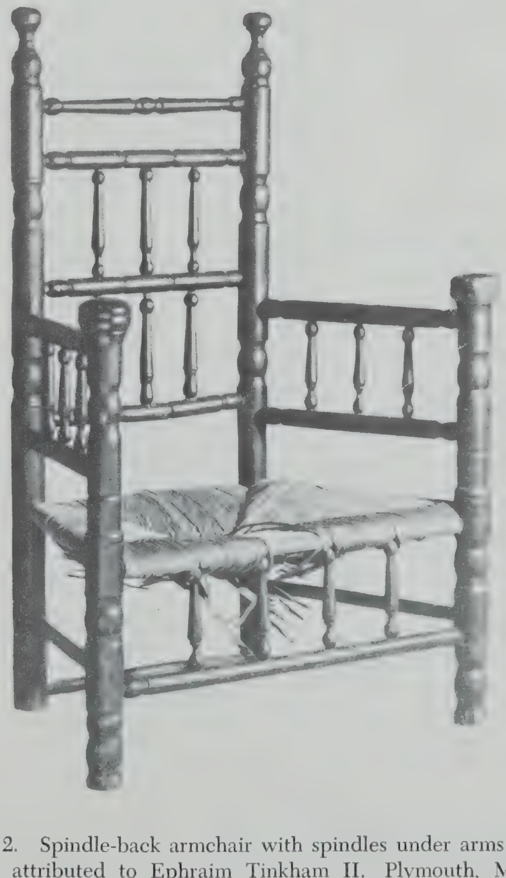

Fig. 2. Spindle-back armchair with spindles under arms and seat, attributed to Ephraim Tinkham II. Plymouth, Massachusetts, 1670-1694. Maple. H. 42½" (107.9 cm.), W. at rear of seat: 16¼" (41.3 cm.); at front of seat: 24¾" (62.9 cm.), D. of seat: 16¾" (42.5 cm.). (Pilgrim Society: photo, author.)

descended in the Ellis family of Carver until it was sold in 1956 by its last private owner, who accompanied the chair with a manuscript letter stating the history of the chair as he knew it:

> This carver chair . . . came from the family of the Hon. Benj. Ellis of Carver. It came to me through my grandmother. Hannah Ellis (Hatherway) [the writer's grandmother] . . . was born on the Northerly end of Savary's Ave. in Carver in 1819. The Hon. Benj. Ellis was a very wealthy iron worker of Carver who made cannon balls for the Northern forces during the Revolutionary War.[11]

If this chair descended directly through the male line of the Ellis family to Benjamin — as turned chairs frequently did, due to their patriarchal associations and function — it originally may have been the property of Mordicai Ellis, who was a surveyor in the town of Plymouth in 1676.[12]

Finally, two related chairs without family histories have been found in Middleboro itself, where Tinkham worked from 1694 until his death in 1713. The chair illustrated in figure five was pictured by Wallace Nutting in both his *Furniture of the Pilgrim Century* (#307) and *The Furniture Treasury* (#1826), and was also included by Lynes in his study of slat-back chairs (Lynes' Part II, fig. 20; see note 3 above and checklist #6). It is now in the collection of the Wadsworth Atheneum, Hartford, Connecticut. The chair shown in figure six was given to the Middleborough Historical Society by Mrs. Gertrude W. Dexter of Beverly, Massachusetts, who lived in Middleboro in her childhood with the Barrows family.[13] Whether or not she inherited the chair from a member of the Barrows family, who originally came to Middleboro from Plympton[14], or from her eighteenth-century Middleboro ancestor, Levi Tinkham (a descendant of Ephriam the turner), or, in fact, bought the chair outright, is not clear.

These six chairs, plus six additional ones with no histories whatsoever (see checklist below)[15], have distinctive characteristics which set them apart from other turner chairs made in New England during the same period. On the primary level of abstract geometric form, they are the product of a mind which perceived the basic plan and conceptual volume of the chair as extremely trapezoidal in form. The seat plan of the Churchill chair, for instance, measures a dramatic twenty-two and three quarters inches (on center) across the front and a scant fourteen and one quarter inches (on center) across the rear. By contrast, and many such examples could be cited, a chair made in the same time period along the Connecticut coast has a seat which measures seventeen inches at the rear and twenty-two and one half inches at the front. Another chair, probably made closer to Boston or the North Shore of Massachusetts, is sixteen and one half inches at the rear and twenty-one inches at the front.[16] So, on the most fundamental level of design, the Plymouth area chairs were planned according to an aesthetic peculiar to that region. Predictably, within the Plymouth group itself the details of the turnings used varies from chair to chair. Finials vary slightly (compare those on the chairs in figures one and three), as do the number of balls cut into the front posts. For example, while the Weston, Wadsworth Atheneum, and Ellis chairs have only one ball ornamenting their front posts, the Churchill and Dexter chairs have two, and the Harlow chair has four. Although no contracts for domestic furniture dating from the late seventeenth century survive because all such agreements were undoubtedly oral in nature, these and similar details — such as the location and number of spindles inserted under the arms and seat of a chair — probably varied according to the amount the client was willing to pay for the craftsman to lavish extra time on the desired product. Nonetheless, the Plymouth area chairs are readily identifiable due to their unique "ball-reel-collar" finial, the distinctive "cut-in" turning immediately above the seat list on the front posts, and the large handholds which terminate the front posts — the latter referred to as "mushrooms" by Wallace Nutting. That all

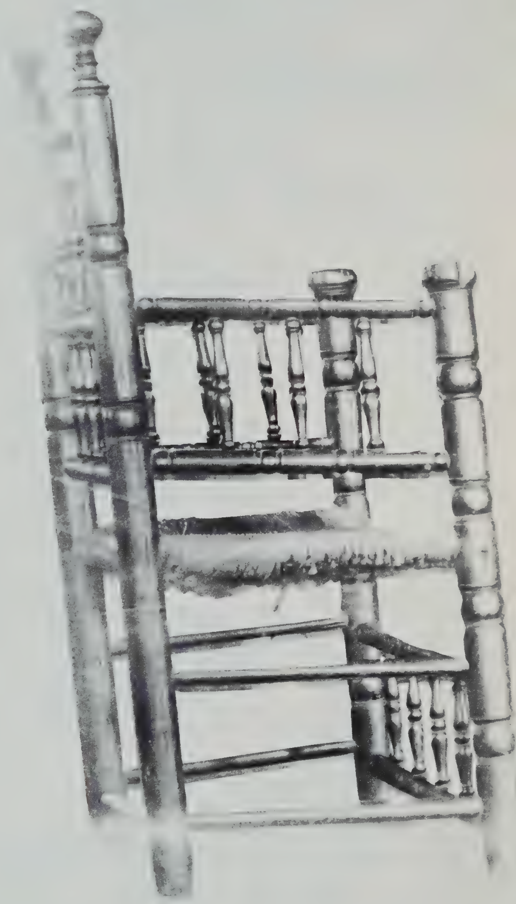

Fig. 3. Spindle-back armchair with spindles under arms and seat, attributed to Ephraim Tinkham II. Plymouth Massachusetts, 1670-1694. Wood unknown. Dimensions unknown. (Society for the Preservation of New England Antiquities, Shurrock Collection.)

these chairs are the product of one tradition is proven by the fact that the scribed lines used by the turner to demarcate the location of turned details, holes for seat lists, and mortises for slats, are in the same relative positions on all the chairs. While some chairs have more lines than others, they all share basic ones which must have been the principal points on the turner's "strike pole."[17] Between which lines the turnings were actually cut was determined by whether the finished chair was to be a spindle-back or a slat back, and whether it was to have arms or not.[18] Like the seating furniture of today, the chair of the late seventeenth century was available in different "models."

The fact that the same pre-turned corner posts could be used for chairs which when completed seemed different (as those of the Weston and Ellis chairs suggest), has two major ramifications concerning our understanding of the turner's craft. First, it aptly demonstrates that the turner was very capable of conceptualizing and producing more than one type of chair, despite his clinging to one or two basic geometric rules for organizing his wares. In other words, the consistent pigeonholing of turned chairs by dealers, collectors, and scholars alike as either "Carver" or "Brewster" does not do justice to the design competence of the craftsman. In fact, because these terms refer only to spindle-back chairs and attempt to distinguish solely between those spindle-back *arm*chairs which either have or lack spindles under the arms and seat, they grossly denigrate the ability of the craftsman and the formal vision of the entire culture. The terms leave out slat-backs totally. In truth, the designations "Carver" and "Brewster" only demonstrate the inability of modern observers to notice the subtle (and not-so-subtle) variations in chairs which at a cursory glance appear vaguely similar. With characteristic precision, Nutting, while setting forth his definition of "Brewster", noted:

> The name "Brewster" we are arbitrarily confining, in our descriptions, to turned chairs having rows of spindles in the back, usually a row under the arms, and one or more rows below the seat. There are not enough chairs, however, to form a Brewster class, and the application of the term to slat back, and other chairs, in order to give them dignity and desirability is either a trick or a mark of lack of knowledge.[19]

Any random trip to an auction, many antique shops, and a quick skimming of too many catalogs will often vindicate Nutting's insinuations. The chairs illustrated in this essay show that Tinkham made at least *five* variations: a slat-back armchair (figures one and six); a slat-back side chair (see note 18 above and checklist #10); a slat-back armchair with spindles under the arms and seat (figure five); a spindle-back armchair (figure four); and a spindle-back armchair with spindles below the arms and seat (figures two and three).

Secondly, the implied interchangeability of parts — or at least the potential for pre-turned posts which could accept varying elements — which the turner employed in his design system directly contradicts the developmental and evolutionary schemes of Nutting, an outlook which he shared with other leading scholars of his day including Norman Isham and Frederick Kelly. In describing the Wadsworth Atheneum chair, Nutting wrote that it was a "Semi-Brewster" and "a cross between a Pilgrim Slat-back, a Brewster chair, and a mushroom chair, having many of the important elements of all three designs . . . this mushroom post would seem to indicate the transition between the Pilgrim Chair and the mushroom post."[20] While Nutting's keen eye and comprehensive knowledge of American furniture remain yet unequalled, his ideas must be taken in the context of the early twentieth century. The concept of "transitional form" is one that still plagues scholarship in architecture and the decorative arts. It is a dangerous and slippery rubric for formal analysis because it excludes the very real possibility that more than one form may have been in the craftsman's repertory at a given moment in time. In addition, it fails to allow for the fact that during a working lifetime of forty or fifty years, a craftsman like Tinkham could have reverted to, or revived, an earlier

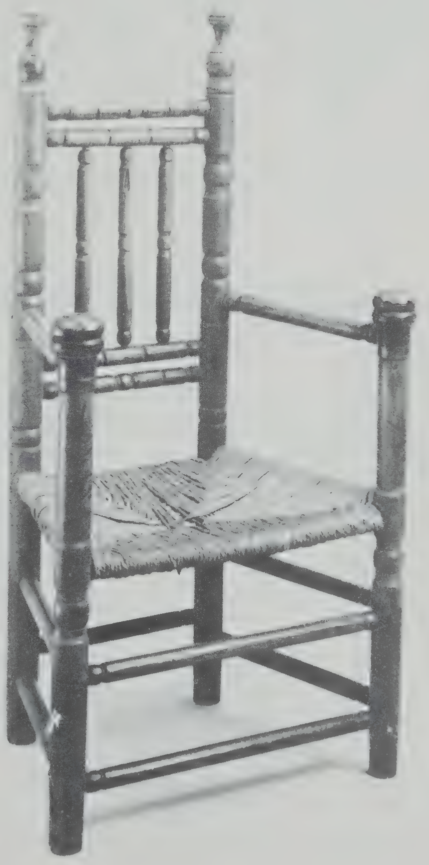

Fig. 4. Spindle-back armchair, attributed to Ephraim Tinkham II. Plymouth, Massachusetts, 1670-1694. Ash and maple. H. 43½" (110.5 cm.), W. at rear of seat: 16" (40.6 cm.); at front of seat: 23" (58.4 cm.), D. of seat: 15" (38.5 cm.). (Bayou Bend Collection, Museum of Fine Arts, Houston; photo, Edward A. Bourdon.)

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product for a client seeking a passe form. When one realizes that Tinkham could have made perhaps two "styles" (seventeenth-century and William and Mary) of chairs in his life, the entire concept of formal transition is quickly reduced to and revealed as a device which scholars use to simplify masses of visual data into convenient chronological packages. As such it is harmless.

A final comment on the nature of "transition" should focus on the nineteenth-century idea lying at its root: the biological metaphor of cultural behavior. Such a theory of the history of culture posits that every culture — or artifact that embodies culture — experiences, like man himself, stages of development analogous to birth, growth, maturity, decay, and death. Quite to the contrary, however, the subtleties of the rural craftsman's sensibilities and his sensitivity to changing tastes in the urban world developed so gradually and constantly that either *all* of his products are transitional, or *none* are.

In addition to what Tinkham's chairs may be able to tell us about the turner's craft, they also show that the relative timing of a rural craft tradition is fundamentally different from its urban counterpart. Moreover, the products of such diverse traditions should not be compared without making such a distinction. The attribution of these chairs to the hand or shop of Tinkham, whose working life spanned more than forty years, demonstrates that the rural craft tradition tended to perpetuate older forms as long as they remained culturally acceptable to the local clientele, despite the pressure that the well-marketed Boston leather chairs may have exacted on certain levels of popular taste.

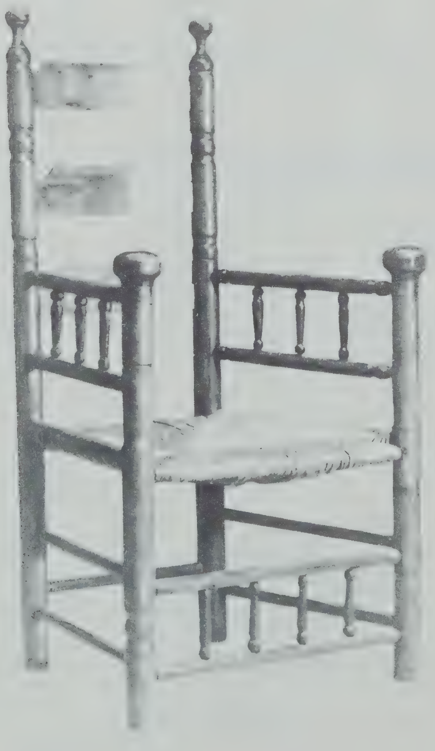

Fig. 5. Slat-back armchair with spindles under arms and seat, attributed to Ephraim Tinkham II. Plymouth or Middleboro, Massachusetts, 1670-1713. Ash and maple. H. 46¼" (117.5 cm.), W. at rear of seat: 17½" (43.2 cm.); at front of seat: 24¾" (62.9 cm.), D. of seat: 17" (43.2 cm.) (Wadsworth Atheneum, Hartford: photo, author.)

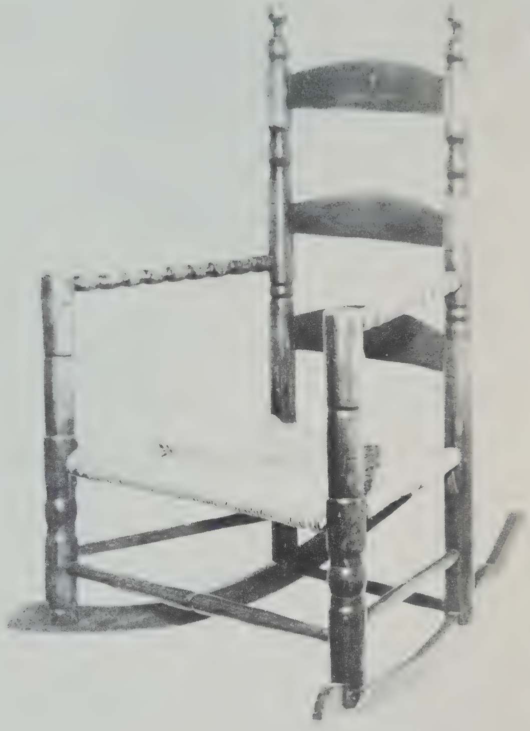

Fig. 6. Slat-back armchair, attributed to Ephraim Tinkham II. Plymouth or Middleboro, Massachusetts, 1670-1713. Ash and maple. H. 36½" (92.7 cm.) without rockers, W. at rear of seat: 16¼" (41.3 cm.); at front of seat: 24¼" (62 cm.), D. of seat: 16" (40.6 cm.) (Middleborough Historical Society: photo, author.)

Finally, the fact that these turned chairs were judged acceptable by the residents of more than one town suggests that the patterns of artifact production and diffusion of style-types went beyond the limits of the single town as the migration of craftsmen and the geographical dispersion of country folk increased in the Plymouth area in the last quarter of the seventeenth century. While the town may have been the basic cultural unit of Plymouth Colony life during the first two generations, by the time the third generation reached adulthood (c. 1685-1700), life along the south shore of Massachusetts Bay seems to have been governed more by a regional identity. Due to high mobility rates, and resulting genealogical networks linking town to town, the sale and quick resale of large amounts of land, and, when compared with those of the Massachusetts Bay Colony, the relatively weak connections in Plymouth Colony towns between local magistracy and local clergy, by the time the Old Colony was overtaken by its neighbor to the north the entire land mass south of Hingham and east of Taunton had become culturally solidified.

New Haven: The New Haven Colony Historical Society, 1977.

2. *Antiques* CV, no. 5 (May, 1974): 1147-1154.

3. *Antiques* Part I: XXIV, no. 6 (Dec., 1933): 208-210; Part II: XXV, no. 3 (March, 1934): 104-107; Wallace Nutting, *Furniture of the Pilgrim Century* (Framingham: Old America Company, 1924), pp. 278-317, fig. nos. 300-370; Irving W. Lyon, *The Colonial Furniture of New England* (1891; rpt. New York: E.P. Dutton, 1977), pp. 137-145. Lynes is most valuable for his presentation of different American chairs and their English and connoisseurship guide; Lyon, by far, is still the best source for historical information and social context.

4. Plymouth County Wills and Inventories, vol. 3: 240-241; ms. volumes located in the Office of the Town Clerk, Plymouth, Massachusetts.

5. The chair which may be the earliest of the Plymouth area tradition is illustrated in John T. Kirk, *Early American Furniture* (New York: Knopf, 1970), p. 155, fig. 162. The feature on this chair which suggests an earlier date are the baluster-shaped spindles used in the back.) The baluster form may pre-date the bi-partite form which appears with such uniformity on all of the other chairs. In addition, the turnings cut into the posts on this chair are balusters, rather than bi-partite, like those on the posts of the other chairs.

6. See the history of the chair as published in *The Middleboro Antiquarian* XVII, no. 3 (July, 1976): 5.

7. *Records of the Town of Plymouth, Massachusetts*, 2 vols. (Plymouth: Avery & Doten, 1889), I (1636-1705): 305. Hereafter PTR.

8. George M. Bodge, ed., *The Churchill Family in America* n.p.: The Family of Gardner A. Churchill, 1904), p. 1..

9. Helen Comstock, "Pilgrim Chairs," *Antiques* LXVIII, no. 5 (Nov., 1955): 451.

10. Bodge, *Churchill Family*, p. 137.

11. Object file # B.56.4, Office of the Registrar, Bayou Bend Collection, Museum of Fine Arts, Houston.

12. PTR, I: 147.

13. Mertie E. Romaine of Middleboro, Massachusetts, to the author, 28 August 1978.

14. "Diary of Rev. Benjamin Fessenden of Sandwich," *New England Historic-Genealogical Register* 12 (1858): 311; "Samuel Barrow of Plympton & ————Tobey of Sandwich m. 21 Nov. 1723."

15. In addition to the chairs listed in the checklist at the conclusion of this essay are two chairs which may also be members of the group. Notably, the original Carver family chair now in the collection of the Pilgrim Society, Plymouth, has the characteristic "cut-in" turning on the front post above the seat list, and uses bi-partite symmetical ball turnings rather than baluster forms on the posts. The Carver family chair, however, lacks a definite American provenance due to the fact that the repeated microanalysis of its wood always claims that it is made from European ash (*fraxinus excelsior*), a wood not native to the North American continent. For further information on the wood sample results, see Jonathan L. Fairbanks," Four Pilgrim Chairs," *Winterthur Newsletter* IX, no. 7 (September 30, 1963): 1-3. The second related chair is illustrated in Nutting, Pilgrim Century, no. 354.

16. These chairs are owned by the Leffingwell Inn, Norwich, Connecticut, and the Greenfield Village Henry Ford Museum in Dearborn, Michigan (acc. # 00.260.25), respectively. The author is indebted to the Department of American Decorative Arts, Museum of Fine Arts, Boston, for the dimensions of these chairs.

17. For a detailed description of how the turner's "strike pole" is related to the completed product, see Trent, *Hearts & Crowns*, pp. 25-29.

18. For an illustration of a side chair version of the Plymouth area turned chair form, see "Antiques in Domestic Settings: An Early Colonial Home in Massachusetts," *Antiques* XL, no. 5 (Nov., 1941): 290, fig. 7. The current owner and location of this chair are unknown to the author.

19. Nutting, *Pilgrim Century*, p. 288

20. Nutting, *Pilgrim Century*, pp. 324-329.

*Checklist of known examples of the Plymouth area turned chair on following page.*

## GIFTS TO THE MUSEUM

Of the many gifts that have come to the Musuem in the past few months we can mention only a few.

One of the most important gifts received came from Miss Mary Alden Fullgraff of Stamford, Connecticut, who has been a member of the Middleborough Historical Association for many years. This was a beautiful table of the 1790 or early 1800 period. It is in perfect condition and has been given a place of honor by the door of the living room which visitors enter to register. A very handsome pair of antique silver candlesticks accompanied the table.

Mrs. Thomas Tate presented a World War I uniform, particularly welcome since two military uniforms were stolen with other valuables in October, 1977. A framed roster of presidents of the Women's Relief Corps, 1886-1945 was given by L. Charles Judge. Austin O'Toole of Cohasset donated a diary of the call men of the Middleboro Fire Department, 1912-1925. Mrs. Leslie Woodward and Betty Woodward gave many articles on the occasion of their changing residence, all of which have been placed with appropriate collections. Civil War momentoes of her grandfather, William N. Shaw, were given by Mrs. Michael Collins. An oval picture frame containing a wreath made of colored wools, at least one hundred years old, was presented by Miss Florence Davis and her late sister, Miss Minnie Davis.

From Mrs. Lois Lang came a White Ribbon Cook Book published in 1886 by the Middleboro Gazette containing not only fascinating old-time recipes, but also most interesting advertisements of Middleboro merchants of 1896: John White, Groceries, Homestead Block; E. H. Blake, musical instruments and sewing machines; Drake's Pharmacy, South Main Street; Fresh, Salt, Smoked and Pickeled Fish, J. H. Cushing's Christian Hill Market; "Every man his money's worth," Willard E. Fay, Horseshoeing, Arch Street; "Get a Move On," Alex Eaton, furniture and piano movers. And three still in existence: Middleboro Clothing Company, James L. Jenney, and T. M. Ryder & Son.

*Checklist of known examples of the Plymouth area turned chair*

| *Owner* | *Type* | *History of ownership* | *Source* |
|---|---|---|---|
| *1. Middleborough Historical Society | slat-back armchair | Weston family of Plymouth, Duxbury, and Middleboro | *Middleborough Antiquarian* XVII, no. 3 (July, 1976): 5. |
| *2. Middleborough Historical Society | slat-back armchair | Dexter family of Beverly and Middleboro | none |
| *3. Pilgrim Society | spindle-back armchair with spindles under arms and seat | Churchill family of Plymouth | Helen Comstock, "Pilgrim Chairs," *Antiques* LXVIII, no. 5 (Nov., 1955): 451. |
| *4. Bayou Bend Collection, Museum of Fine Arts, Houston | spindle-back armchair | Ellis family of Plymouth, Plympton, and Carver | David B. Warren, *Bayou Bend: American Furniture, Painting, and Silver from the Bayou-Bend Collection.* (Houston: Museum of Fine Arts, 1975) p.7, entry no. 6. |
| *5. Unknown | spindle-back armchair with spindles under arms and seat | Harlow family of Plymouth (?) | Shurrock Collection, Society for the Preservation of New England Antiquities. |
| *6. Wadsworth Atheneum | spindle-back armchair with spindles under arms and seat | Found in Middleboro prior to 1921 | Nutting, *Pilgrim Century*, p. 319, no. 370; Lynes, "Slat-Back Chairs of New England and the Middle-Atlantic States, "Part II, fig. 30. |
| 7. Metropolitan Museum of Art | slat-back armchair | none | Luke Vincent Lockwood, *Colonial Furniture in America*, 3rd. ed., 2 vols. (New York: Charles Scribners Sons, 1926), II: 17, fig. 424. |
| 8. Wadsworth Atheneum | spindle-back armchair with spindles under arms and seat | none | Nutting, *Pilgrim Century*, p. 286, fig. 307. |
| 9. Unknown | spindle-back armchair | none | Richard A. Bourne, *Auction Catalog* (Hyannis: Richard A. Bourne, Inc., 17 Oct. 1970), lot 371. |
| 10. Unknown | side chair | none | "Antiques in Domestic Settings: An Early Colonial Home in Massachusetts," *Antiques* XL, no. 5 (Nov., 1941): 290, fig. 7. |
| 11. Colonial Williamsburg | slat-back armchair | none | Barry A. Greenlaw, *New England Furniture at Williamsburg* (Williamsburg: The Colonial Williamsburg Foundation, 1974), p. 44, entry 35. |
| 12. Yale University Art Gallery (Garvan Collection) | spindle-back armchair | none | John T. Kirk, *Early American Furniture* (New York: Knopf, 1970) p. 155, fig. 162. |

(**ill. in this essay*)

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## SOME NOTES ON MIDDLEBOROUGH CEMETERIES

CENTRAL CEMETERY is located on Center Street not far from Nevertouch Pond. Given to the Central Baptist Church in 1842, the land owned by James Leonard. More land has been added. The earliest burial seems to have been of Bathsheba, the wife of Hercules Richmond, in 1819, on October 14th. Hercules Richmond was called of Lakeville when he died on the 23d of November, 1867 aged 75 yrs. The deeds for this cemetery land were passed in 1842 and 1858 which clearly indicates that this land was used, with James Allen Leonard's permission, as a burial place prior to 1842.

James Allen Leonard and his son manufactured boots and shoes, doing business in a building next to Mr. Leonard's house on Center Street. Mr. Leonard died according to one record in 1870 and according to another at the age of 61 years and 9 months on the 1st of July 1862. After several changes in management, the firm became known as Leonard and Barrows.

NEMASKET HILL CEMETERY was never located near a church as so many early New England cemeteries are. The land was set apart by the purchasers of the twenty-six men's purchase in 1662 and was used by the very early settlers. Formerly called Old Burial Hill, the earliest stone is that of Elizabeth Vaughan who died 24 June 1693 at the age of 62 years. She was the wife of George Vaughan who died on the 20th of October 1694 at the age of about 73. George Vaughan appears to have been a man of some education since he did not sign by mark but wrote his own name to documents. He was in Scituate as early as 1653. He was one of the first settlers of Middleborough. His wife was Elizabeth Henchman or as given in some records, Elizabeth Hincksman. At one time he was also a resident of Marshfield. He was living in Middleborough in 1663 and is on record of having paid a fine of ten shillings. Mr. Vaughan was also the first person in Middleborough to be granted a license to keep an ordinary for the entertainment of strangers in Middleborough by the General Court in 1669. His daughter, Elizabeth born in 1652 in Middleborough married Isaac Howland, son of the Mayflower passenger, John Howland. They were the parents of eight children thereby leaving many descendants who can claim Mayflower heritage if they are so inclined. George Vaughan left an estate of forty-three pounds, eight shillings and four pence when he died in 1694.

On Plymouth Street near Titicut is what is known as the PURCHADE CEMETERY so-called because of its proximity to Purchade Street. It is also known as the Alden Cemetery. Tradition says it was originally an Indian burial place. The earliest burial was that of Hepzibah Allen who died November 28, 1728. The only Hepzibah who seems to appear in the Middleborough records is one who is a daughter of Nathaniel and Mary Allen born the 9th of August 1722 at Middleborough. Whatever the reason was for calling it an Alden cemetery does not seem to center around the fact that the first burial was of an Alden.

The CEMETERY AT THE GREEN or the First Church Cemetery more closely resembles the old colonial cemeteries. It is across the street from the First Church. A great many of the older burials are here even though the Nemasket Hill Cemetery was the earlier of the two. James Soule contributed two acres of land on the 30th of March in 1717 for the start of the Cemetery at the Green. In 1906 there were slightly over 1000 stones here. Just what the count is today might be interesting to determine. Without doubt it is less than 1,000.

Nearby is where the eight victims of smallpox in 1777 were buried. James Smith was the owner of the field in which the burials were made. Another victim was Sylvanus Conant who was pastor of First Church and an ardent patriot. Rev. Conant preached from 1745 to his death in 1777. During his years as pastor of the Church at the Green, seventy-six persons were added to the membership rolls. Rev. Sylvanus Conant was a descendant of Roger Conant and a graduate of Harvard College in 1740. He left no children.

The small cemetery in what is known as North Middleboro is called Titicut Cemetery and the area is still known as Titicut Parish and still exists in Middleborough and state records as Titicut Parish. Most of the Parish attended worship services at the Church at the Green.

After the "Great Awakening" . . . the religious movement of 1740 . . . Mr. Bryam started to preach in the neighborhood and in 1744, the area was set off and called Titicut Parish. A part of Bridgewater was included in the Parish at this time. Three of the so-called Praying Indians donated the land for the Meeting-house at Titicut. The three Indians, James Thomas, John Ahanton and Stephen David gave a plot of land consisting of some thirty-eight and three-quarters acres to the Titicut Parish for the Church . . . the first edifice being erected on Pleasant Street. This land embraces today the present site of the North Middleboro Congregational Church, the parsonage and the cemetery as well as the Green. Today the Church (which faces Plymouth Street and the Green) is the fourth structure, the previous buildings burning in 1802 and again in 1852, and still another fire in 1858. The Titicut Parish Cemetery is next to the present Church. The acreage as a cemetery has been increased by a gift of land by David G. Pratt.

Another of the older cemeteries is the one at WARRENTOWN located on the westerly side of Summer Street in the section known as Warrentown. It is the same section of Middleborough that Mrs. Tom Thumb lived in. The earliest burial was probably that of young Elizabeth Lewes who died in her nineteenth year in 1744, the widow of James Lewes.

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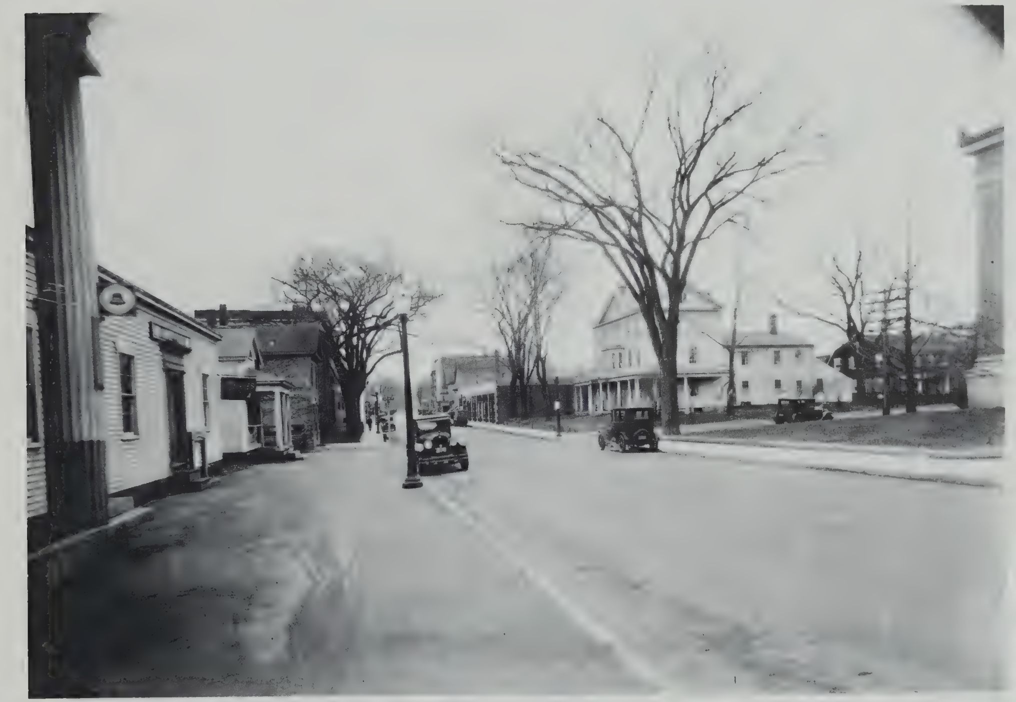

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## NORTH MAIN STREET IN THE 1920'S

In the front page photograph, the P. H. Peirce Co., store is shown before it was remodeled into a police station and courthouse in 1935, a W.P.A. project. However, the beautiful arched doorways that were openings to the old carriage sheds, had already been closed in and a store located in the southern end of the building, which in the photograph bears two signs each reading "Antiques."

The small shop next to the store, on the corner of Jackson Street, no doubt was built at about the same time as the store. The interesting little building began its career as the millinery shop of Major Ethan Earle but during succeeding years was the home of various cobbler shops. It was removed to Peirce Playground in 1941 and eventually burned by vandals.

On the opposite corner of Jackson Street is seen the unique small brick shop that recent research indicates was built about the same time as the Peirce store, the brick shop in 1830, the store in 1835. The first occupant of the shop was Reland Tinkham, a jeweler. The iron fence glimpsed beyond the brick shop surrounded the estate of Lawyer Everett Robinson who at one time used the brick shop as a lawyer's office Just beyond the Robinson home stands the former Y.M.C.A., now an apartment and offiice building.

Across the street in the picture is the beautiful mansion known to the recent generation as the Jenks homestead. Built in 1828 by Major Elisha Tucker for his bride, the daughter of Major Levi Peirce, it came into the Jenks family by way of Professor John Whipple Jenks' marriage to Sarah, the Tucker's daughter, and remained in the Jenks' family until sold in 1919 to Mr. and Mrs. Charles Martin, who christened it "The Martinique." Purchased in 1944 by Mr. and Mrs. C. Gilbert Campbell, it was sold in 1956 to the Gulf Oil Company who demolished it.

When the property was owned by the Jenks' family, the adjoining lot was a beautiful sunken garden, in the center of which was the telescope used by Professor Jenks when he was principal of Peirce Academy, and at that time the telescope was located on top of the Academy building. In the 1920's was built the block of small stores that filled the space previously occupied by the garden, and they in turn were torn down when the block was erected that was formerly occupied by the Grant store.

Next to the small stores may be glimpsed the Norris building, built in 1905 by T. A. Norris of Brockton and occupied first by shoe firms and then by Winthrop Atkins and a Community Center sponsored by the District Nursing Association. The town took the Norris building for unpaid taxes and it was torn down at the same time the Nemasket Hotel was razed, in 1939.

Beside the Norris building stood the venerable hotel, the Nemasket House. An entire issue of the Antiquarian could be devoted to the history of this old hostelry, famous for its stables, its cuisine and its clientele. Suffice it to say that it is thought to have been built about 1837 and continued its checkered career until 1929, when its doors were closed for the last time. It stood empty for ten years, occupying valuable real estate. The Peirce Trustees, who then owned the property, were persuaded by the selectmen to demolish the building and it was razed in 1939. Wreckers sold parts to antique dealers, some to local people, some of the fireplace mantels were purchased by Sturbridge Village, and the sign that for almost a century swung in front of the hotel is now at the Middleborough Historical Museum.

Since 1939, service stations and a taxi stand have filled the space that was occupied by the hotel. The photograph ends with a glimpse of the Peirce Block, at the corner of North Main and Center Streets, built in 1900.

## PEIRCE ACADEMY

*Among papers about the Peirce Academy was found the following article written by Edith R. Jenks. Mrs. Jenks was the wife of E. T. Peirce Jenks and daughter-in-law of Elisha T. Jenks. Elisha Jenks was son of Professor John Whipple Potter Jenks who was the noted principal of Peirce Academy. Through his efforts, Peirce Academy was not excelled by any academy in Massachusetts receiving pupils from all over the country. Mrs. Jenks died in 1959, and it is assumed this article was written several years before her death.*

### The Peirce Academy

In the very early 1800's New England towns were settling into normalcy. French and Indian wars and the Revolution were things of the past, and returned fighters were planning their farming and general business.

Among these men was one Capt. Job Peirce, who owned a large farm in the section of Middleboro now Lakeville. His many children had married, mostly into the Sproat, Washburn and Bourne families of Middleboro and now there were several grandchildren to carry on. Capt. Job was over three score years of age when he devised the liberal act of founding a school where these young men and women and all others of the town who chose, could receive higher education. He advised his son, Levi Peirce, who lived in Middleboro Center on a farm extending from South Main Street back to what is now Union Street. The present Savings Bank block and Homestead block are on what was the farm, and the old house itself can be seen just south of these buildings. Stores are now built out in front of what was once a fine old colonial house.

Major Levi Peirce was made dispenser of his father's benefit and an academy was erected on the back of the farm. The original cost of the building was $2,500.00. Formal dedication was in the year 1808. The building was two stories high. It had a bell in the belfrey which was topped with a weather vane. A latticed arbor at the front entrance, and a white rail fence around the door yard made it all very attractive. Walks to Center Street and to the Mall in front, now called Thatcher's Row, gave the approaches.

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XIX 1979 Number 3

Mertie E. Romaine ........ Editor

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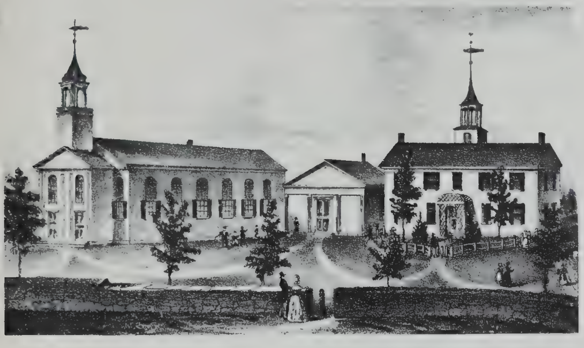


THE FIRST PEIRCE ACADEMY
FOUNDED 1808

We are unable to find a record of the first teacher or enrollment of pupils, but in 1812, a Charles Wheeler was Principal or Preceptor. The School prospered in a small way until in 1835 it was incorporated and Rev. Avery Briggs took over the Academy. He must have had an assistant, because we find that in 1838 a male teacher was dismissed by the Trustees as unfit to guide the young as he was not pious. In 1842 Rev. Briggs resigned to return to ministry. He recommended in his letter to the Trustees that a young man, former graduate of the Academy, later graduated from Brown University and now teaching in Georgia, would be a good successor.

This young man, Prof. John W. P. Jenks was well remembered by the Trustees as of unusual character and ability. A Phi Beta Kappa key assured his scholarship and success in preaching proved his piety. Major Elisha Tucker, one of the Trustees, corresponded with Prof. Jenks, then only a young man of twenty one, and urged his acceptance. Major Tucker's daughter also remembered the soft glances she had received from the same lad when he sat near her in the Academy class room. John Jenks also remembered Sarah Tucker and that was quite a factor in his acceptance, so he writes in his autobiography.

At this time, 1842, the Trustees were: Pres. Rev. Ebenezer Nelson, Treas. Major Elisha Tucker, Sec. Dr. Joseph Wood, Hon. Peter H. Peirce, Rev. I. W. Putnam, Hon. E. Ward, Rev. E. Ward. The Academy building was in a state of great disrepair. It needed a decided face lifting and Prof. Jenks was supposed to do the work. He would receive no salary but would take the school on it's own merit and make what he could. It was a tremendous undertaking, but the harder the task, the more it interested the Prof., small of stature but dynamic in personality and nervous energy. He only stipulated that while he was accomplishing the building up of the school, the Trustees would assure him of three meals a day until he could make enough to pay for them himself. It must have amused even his straight-laced board of Trustees but they readily agreed.

From 1842 for the next thirty years, one cannot think of either Prof. Jenks or his beloved academy, without thinking of the two together. It bears comparison to the love and respect a later generation had for Walter Sampson and his High School. At this time the Academy numbered 12 pupils. At the close of the first quarter there were 30 pupils, and the second quarter registered 60 students and now Prof. Jenks was able to hire a Preceptress, Lavinia Parker, who taught the socalled ornamental studies, painting, drawing and music. Prof. Jenks himself taught Greek, Latin, English, French and Spanish plus all the Sciences. Tuition was $1.25 a week for males including laundry. Females were allowed eight articles of washing a week and their tuition was $1.75. In 1851 tuition was raised to $4.00 a quarter for common English courses and $5.00 a quarter for Classical branches or those where apparatus was used, as Physics and Chemistry. Drawing and Painting classes paid $2.00 extra a quarter and music $8.00 a quarter.

The pupils from out of town were boarded around in private and well recommended families, but Prof. Jenks kept an eye on all his flock and let it be known his propensity was to be ubiquitus and woe to any student caught straying from the straight and narrow path.

Meanwhile, Prof. Jenks had succumbed to Sarah Tucker's blue eyes. They were married and lived in the Tucker homestead with her parents. This house later became the "Martinique" when it was sold by the Tucker descendents.

In 1847 an Alumni Society was formed and flourished greatly with many concerts, lectures and assemblies. All this was disrupted by the Civil War a few years later when many of the male students were taken to join the army. The Academy continued to be the social center of town for many years.

In 1850 the school building was getting delapidated and too small to accomodate the ever increasing membership, so Prof. Jenks decided to have a new one. The Trustees, all cooperative, allowed him to go ahead and raise, if he could, a sum sufficient to build a new Academy. He scurried all over the County, wrote to enthusiastic old graduates and donated his own salary for one year. It was quite fortunate that he had a well to do father-in-law.

$10,000 was raised to erect the new building. The old one was sold, moved to Center St. near the present Commercial Club, and later was destroyed by fire.

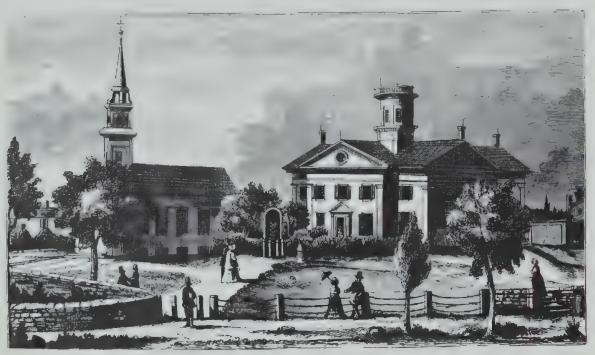
The new Academy comprised a large auditorium with small rooms in the rear. The second story was spacious, capable of seating 500 persons, but arranged with movable partitions to separate class rooms, and a cabinet room where varieties of birds, shells, fossils and minerals were displayed, and a museum of natural curiosities were arranged for exhibition and study. The third story, a sort of attic, was a large hall for classes in drawing and painting.

The whole building was surmounted by an observatory from which students could get views of the heavens. It was noised abroad that many students studied especial views of the earth as well.

There were globes and a tellurion, colored maps and lantern slides for Astronomy. There were skeletons and charts for Physiology. There were cabinets of more than 300 birds and over 1000 specimens of insects.

The building was lighted by gas. A gas main had been built on the site of the present Episcopal Rectory on Pierce St. and gas was furnished the Tucker home, the Peirce Academy, Baptist Church, and those shop keepers en route who chose to pay for it.

In 1857 the Faculty registered: Principal - Prof. John W. P. Jenks, A. M., Assistant, Daniel Faunce A. B., Presceptress, Sarah Smith, Assistant Pupils, Jose Tanco for Spanish and Richard Borden for English.



PEIRCE ACADEMY, FOUNDED 1808.

THE SECOND PEIRCE ACADEMY ca 1850

The small chapel shown in the picture was moved at about this time (1852) to School Street, next to where now stands the Central Methodist Church. The Baptist Church shown beside the chapel was also erected through the efforts of Major Levi Peirce. The church burned in 1888 but was immediately rebuilt.

In 1851, the School numbered for the year 456 pupils and 1859, eight years later, had increased to 601 with a Faculty of 6 teachers.

Something should be said about the housing of these pupils who came from away. It became necessary to build a dormitory for the young men to keep them in bounds, so a large house was erected on School St. for the males. They were never mentioned in any record I could find as young men. They were always males and the girls were females. From tradition this large dormitory was the house now owned and occupied by Dr. Daniel Holmes. What stories these walls could tell.

Meanwhile, the State was waking to its lack of schools and Normal Schools were started. As a teacher could get a school more readily by being a graduate of State Normal than a private Academy there was a dropping off of enrollment, tho' by this time Peirce Academy was known from coast to coast as preparation for College for young men and finishing school for young women. Then too, a State law made earlier, but not much enforced, required any town with a population of 3000 or over to sustain a High School.

Gradually it became evident that Middleboro could not support both Academy and High School and in 1871, P[illegible] Jenks decided his work here was finished. He resigned as Principal and accepted a Professorship of Natural Sciences in Brown University. He gave his natural history collection to South Jersey Institute, Bridgeton, N. J. and took his specimens of anthropology and geology to Brown University as a nucleus for the Jenks Museum.

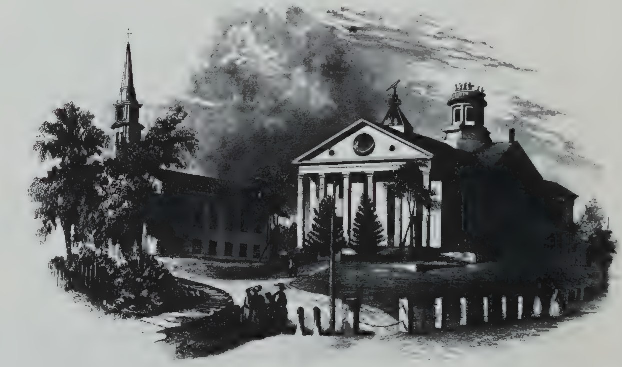
The Academy and High School united for a few years under several principals, a Mr. Leonard, Mr. Green and Mrs. Coffin were three I find recorded. Among the noted graduates of the old Academy was Maj. Gen. Leonard Wood who so nearly became President of the United States.

When the High School became an institution unto itself, the Academy building became shelter to many religious and secular groups. About 1880 it was used for public Primary School and a private school flourished there. The Y.M.C.A. used the downstairs rooms until it built the present building, and the G.A.R. used it at one time for its meetings and display of flags. The Court held sessions in the front of the building, and the Police Dept. occupied the back section. The Episcopalians held their services in the auditorium until their church was built, and the Baptists worshipped there while their present church was being erected.

What wouldn't we give for it now for our Women's Club, Historical Society and Civic Center. The one and only cl[illegible]sic building in town was razed by consent of the Business me[illegible] of Middleboro in the year 1932, when the new Post Office was erected on the site.

Peirce Academy put Middleboro on the map. Let us hope its memory will never be erased.

*Written by,*
Edith R. Jenks



**Peirce Academy Remodeled.**

The remodeled academy looks as we remember it before it was demolished in 1932. The telescope on the top was used by Professor Jenks while principal of the academy. After his death the telescope was removed to the Jenks homestead on North Main Street and placed in the center of the sunken garden which was located where now stands the former Grant's store.

# THE FORT HILL SITE

William B. Taylor

*Part 5*

## HISTORIC (CONTACT) PERIOD

In the early 1500's explorers and traders made occasional contact with local Indians along coastal waters. Small bells, copper breast plates, ornaments and trinkets were highly esteemed by the natives. Venetian glass beads were another prized trade item. After colonization, utilization of European goods rapidly expanded.

Stage 4 pottery shows strong Iroquoian traits at this time, both in design motif and body contour. Pots have a pronounced pressed-out collar with castellations (usually 4). Fine mineral temper was used as well as shell and vegetable occasionally. Ware is thinned with good tensile strength. Sometime shortly after 1650 A.D. a creative decline took place, as potters found it easier to copy highly prized metal vessels of the colonists. (Fowler 1966:61).

By this time trade with the white man had become commonplace. Items such as copper kettles, sheet copper, bells and knives were especially coveted. As trade increased pottery making soon became obsolete and disappeared. Personal ornaments, copper arrowheads, rolled sheet copper beads, spoons, awls, etc. were often wrought from broken pieces of utensils.

The melting of pewter, lead and brass to cast buttons and other ornamental objects is confirmed at Fort Hill, with the discovery in 1973 of a fragment of a slate button mold. The metal was melted and poured into the mold. After cooling the cast was finished by trimming and grinding.

Iron and steel implements were at first rejected, but gradually these tools became a favored trade item (axes, hoes, knives, etc.). Glass trade beads (mostly English here) were another favorite trade artifact locally.

Throughout the Titicut area many artifacts of colonial origin have been found. These items include musket balls, gun flints, powder horns, clay pipes, glass beads, hand cut nails, coins, iron axe, hoe and adze blades and copper points, pendants, beads, buttons, pins and strips of brass. Some of these were owned and used by Historic Indian occupants of Titicut but most are of more recent provenience. Most of the copper items are Indian, as are the majority of glass beads. Several iron tools were Indian implements even though they are trade goods. This is confirmed when found in Indian graves (see Fig. 16 & 17). An occasional flintlock gun could have been obtained from the English.

## CONCLUSION

In the spring of 1955, the Fort Hill Field Site was reseeded as a hayfield for the last time. During the last 22 years this field has been abandoned and trees and bushes have been allowed to spring up to start a young forest. It is sad to watch the finest Indian site in North Middleboro gradually lost to archaeological recoveries. Farmland has been rapidly disappearing in recent years, with most fields being covered with new houses.

However, future seems to favor Fort Hill. Since 1977 about 5 acres have been reclaimed in this field. Trees and bushes were cut off and the newly cleared area plowed. Although the terrain is quite rough and covered with stumps, several nice artifacts were recovered (see Fig. 18 & 19). One burial was plowed out but bone remains were too bady decomposed for positive identification of sex. No grave artifacts were found. It is hoped that the future will reveal more important finds at the Fort Hill Site.

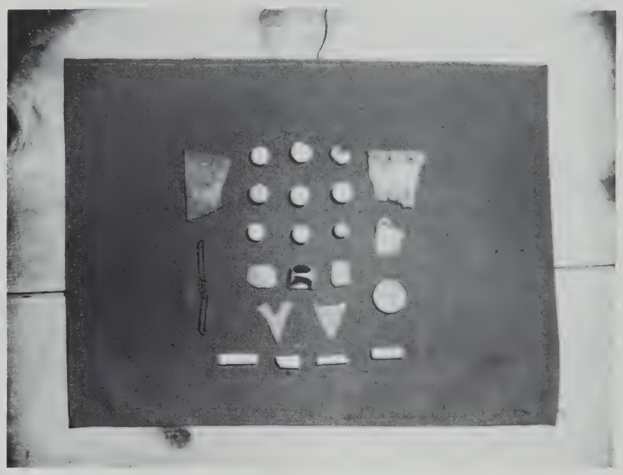


Figure 16

A group of Historic artifacts showing musket balls, gun flints, copper points, kaolin pipe fragments, copper piece remains, a copper chain piece and an 1802 one cent U.S. coin.

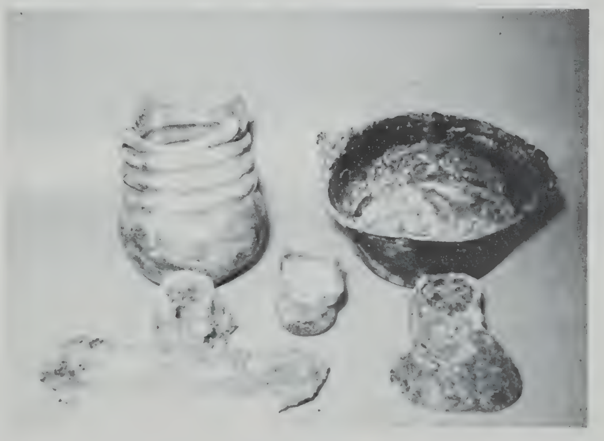


Figure 17

Grave goods from Grave No. 4 (Taylor Farm), showing two iron hoes, two Stage 4 clay pots and one copper kettle. Estimated date of interment is 1640 A.D.

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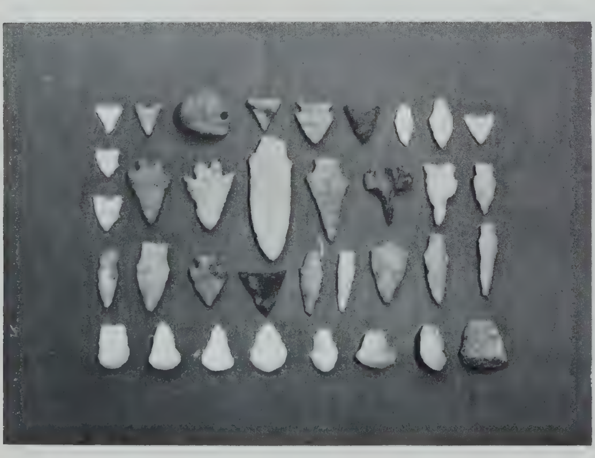

Figure 18

A group of miscellaneous artifacts showing some fine projectile points, drills, scrapers and a pendant.

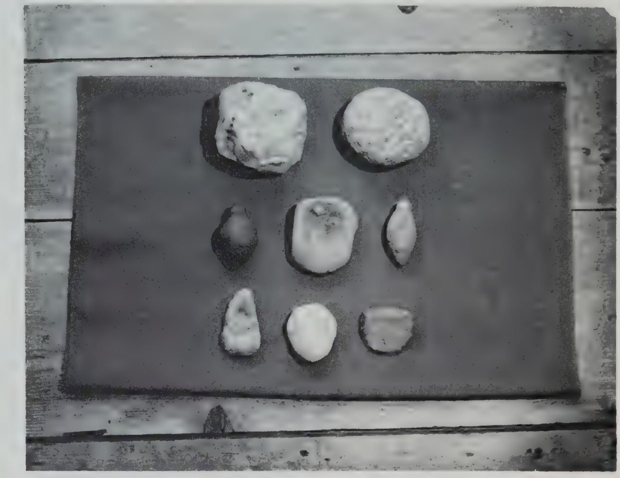

Figure 19

Two hammerstones are in top row. Two plummets are in second row with paint cup in center. At bottom is a celt, a hammerstone and a scraper.

## MEETING OF THE MIDDLEBOROUGH HISTORICAL ASSOCIATION

### February 5, 1979

On a cold and windy night of February, a good sized audience greeted Mrs. Cynthia H. Kressell to hear her lecture on "North River — Testimony of the Past — Challenge to the Future." Mrs. Kressell had appeared before the Association before and was enthusiastically received a second time. Her lecture on the North River in the days when there were many shipyards along the shore was illustrated with beautiful slides.

The secretary read the following names of new members who had joined since the last meeting: Mrs. Alice Wood, Mr. and Mrs. Richard King, Daniel Ferguson, Roland Case, Rodney Briggs, Fairhaven, Mass., Myra Clark, Charlottesville, Va., Nathan Bryant, Holland, Mich., Paul Malcolm, Mrs. Roger F. Ryder, Alexandria, Va., Mrs. Jane Pickering, Attorney George Decas, M. Vivian Santerre, Woodland, Me., Inez P. Kanable Willingboro, N. J., Mary Ellen Galbraith, California, Robi Gross, Rev. and Mrs. Rollin Johnson, Halifax, MA., Mr. and Mrs. James S. Prescott, Janice A. Ord, Jean M. Bacon, Lauri Stevens, Bridgewater, MA., Joanne McComiskey, John D. Maxim, Leominster, MA., Mr. and Mrs. Linwood Brown, Brockton, MA.

## TOM THUMB: MAGNITUDE IN MINIATURE

by Lynda Einstein

*A thesis for her English class*
*Middleboro High School*

In November of 1842, while visiting his brother in Connecticut, P. T. Barnum, the owner of a museum, had heard of a tiny child who was at the age of five not quite twenty-five inches tall and weighed less than sixteen pounds. The child was brought to see Barnum. His name was Charles Sherwood Stratton.

Charles Stratton was born on January 4, 1838 in Bridgeport, Connecticut to normal parents of English Colonial stock. His father was Sherwood Edwards Stratton, a carpenter, and his mother was Cynthia (Thompson). Charles was a dwarf and was not deformed in any way. He had stopped growing from a malfunctioning of his pituitary gland. He stopped growing when he was six months old, and until he entered his teens he remained at two feet and one inch tall. Later, he grew to a height of three feet, four inches. Due to good living, he increased his weight to seventy pounds.

When Barnum saw Charles, he quickly made a bargain with his parents. The child was to perform at three dollars per week for four weeks. All living and traveling expenses for both the boy and his mother were to be paid by Barnum.

Charles was dubbed "General Tom Thumb" and taught to dance, sing, tell stories, and perform on the stage in various guises. His first debut was on Thanksgiving Day. Tom Thumb proved to be a very intelligent boy who could quickly comprehend instructions given to him.

At the end of four weeks, a new contract was drawn. Tom was to perform for one year at seven dollars a week with a bonus of fifty dollars at the end of the year.

P. T. Barnum advertized Tom as "General Tom Thumb, a dwarf eleven years of age, just arrived from England." Tom was exhibited at Barnum's museum. With Barnum tutoring him, the bashful boy was turned into a pert, graceful entertainer. Thousands flocked to see this little but great curiosity. Tom became a celebrity.

Barnum had permission to take Tom Thumb to Europe. On January 19, 1844, they set sail for Europe. The crowd was disappointed when they saw Tom being carried ashore by his mother.

At first, in Europe, things were not encouraging. An offer to exhibit Tom was made by the proprietor of a wax works at ten dollars a week. Barnum wanted desperately to present Tom at Buckingham Palace. He was delighted when he got word that the manager of the Princess Theatre in London was coming to witness a performance in the hall in Liverpool. He was engaged for three nights at the Princess Theater which could possibly lead to performing at Buckingham Palace.

Shortly after a great success in Egyptian Hall in Picadilly, an invitation from Queen Victoria came. Tom was going to Buckingham Palace.

Tom's exhibitions were going over good. The attendance was increasing daily. The name "General Tom Thumb" became a household word, and his pictures appeared in all the newspapers and plays; dances and commodities bore his name.

After an extremely successful tour of Great Britian lasting three years, Tom went on to Paris. Every performance, afternoon and evening, was sold out. After the evening levee, Tom appeared in a French play "Petit Pouce" written for him.

The final exhibitions of the tour were given in Dublin. Tom was very successful. He set sail for America in February of 1852.

Tom Thumb's success in Europe added to his prestige in America. He resumed at Barnum's American Museum and the attendance broke all records. The fact that he had appeared before the Queen and at principal courts of Europe greatly added to his popularity. The presents given to him in Europe were on display in glass cases and provided the basis for one of the General's practical jokes.

In the middle of one of his acts, Tom suddenly stopped and shouted "Mr. Barnum, the case containing my choicest presents has been taken from the table." There was complete chaos. Men were stationed at the doors to prevent any escapes, his father immediately offered a reward of $500.00 and Barnum raced for the police, but Tom stopped him. Tom then lifted up the edge of the carpet at the back of the stage where he had hidden the case. Tom was trying to teach Barnum a lesson to show that someone could steal the case as it had happened once before in Belgium.

Soon, after Tom's return from Europe, he severed his connection with the American Museum. An arrangement was made whereby Barnum would receive half the profits of Tom's tours on his own and Mr. Stratton would receive the remaining half. Tom not only provided Barnum with a good sized fortune, he made his parents people of wealth.

Tom took a vacation but then went on another tour of Europe to help out Barnum. Barnum was suffering one disaster right after another. Tom was a success again and Barnum could go back in business. After the Museum was again established on a paying basis, Tom continued his travels under his own management.

An important part in Tom's life was his married life to Lavinia Warren Bump. Lavinia was born on October 31, 1841, in the New England village of Middleboro, Massachusetts. After she reached the age of four and at thirty-two inches tall, she never grew another inch. Kavinia was an unusually intelligent girl. She was also employed by Barnum to be in his museum.

When Tom Thumb met Lavinia it was love at first sight. After meeting her during her stay at Saint Nicholas Hotel, he found excuses to become a daily visitor.

The situation became complicated when another dwarf, Commodore Nutt, also fell in love with Lavinia. The rivalry between the two little men became more and more intriguing. The General finally became very impatient. Tom begged Barnum to invite Lavinia for a weekend to his home in Bridgeport, "Iranistan". Tom thought this would be the best time to introduce Lavinia to his mother and try to impress her by showing off what he owned: his ponies and his large estate. Lavinia had agreed to go to Barnum's home for the weekend.

The evening they arrived, Mrs. Stratton, Tom, Lavinia and Mr. Barnum dined together. Mr. Barnum invited Tom to stay for the night. Tom offered to wait up for Commodore Nutt to arrive if Lavinia would keep him company. (Commodore Nutt found out about Lavinia's stay at Barnum's house and asked for permission to go also.)

As the two were talking, the conversation turned to Lavinia's future trip to Europe. Tom Thumb said he could be of great assistance if he were to go along since he had made a tour of Europe before. Lavinia agreed, but then Tom said, "Don't you think it would be even more pleasant if we went as husband and wife?" Lavinia said she would never marry without her mother's consent and that would be hard for her mother did not like Tom. Mrs. Bump's consent was finally given, even though she considered Tom proud, haughty and arrogant. She especially disliked the mustache Tom was growing.

Commodore Nutt arrived and was shocked to see Tom Thumb there. Just as the Commodore was leaving Barnum's room, for he was asking if Tom lived there, Tom came rushing in shouting "She said yes! She said yes! We're engaged!"

The announcement of the engagement caused a tremendous amount of excitement in the attendance of the museum. The date for the wedding was to be February 10, 1863. "So great was the sensation caused by word of the approaching marriage that news of the Civil War was forced off the front pages of newspapers." Now the war was relegated to the back pages while the facts about the Fairy Wedding took over the front page.

The place for the wedding was Grace Church in New York City at 12:00 Noon. Among the guests were President and Mrs. Lincoln, members of the President's Cabinet, diplomats of this country and abroad, not forgetting officers of the United States Army who had distinguished themselves on the field of the Civil War then in progress. Reverend Israel W. Putnam, of the First Congregational Church of Middleborough performed the ceremony. The Commodore was persuaded to serve as best man, and Lavinia's sister, Minnie, was the maid of honor.

The reception was held at the Metropolitan Hotel where there were 10,000 guests. The hundreds of wedding gifts were displayed in glass cases.

The General and his wife left for the bridal tour. They first went to Philadelphia, then on to Baltimore and Washington. Here they were received by the President and his wife.

After their honeymoon, they went to Lavinia's home in Middleborough for a rest. "The pair then embarked upon their life of travel which was to take them to the far corners of the earth."

Mr. Barnum had made plans for a European trip to begin in 1863. The Thumbs were to be a part of a quartet with Minnie and Commodore Nutt. Before they were to leave for Europe, they were to make a tour of New England and Canada. Leaving New York, the little group were passengers on the last train to run on tracks torn up the following morning because of Civil War riots. They then went on to Canada. When they returned, they went into the southern states. As they continued their trip into the deep south, their route crossed the fighting lines several times. They then returned home with a total of $12,000.00 in profit.

On October 29 1865, the four people set sail for their European trip and landed in Liverpool. Visits were made to London and Paris. Tom, with his wife, made another appearance before Queen Victoria. The visit in Great Britian lasted more than a year followed by a tour of Ireland and Wales. They returned home for a rest. On June 21, 1869, Tom Thumb and Company were to take a "tour around the world". It would take them across the United States to China, Japan, Austrailia, Arabia, India and Europe.

On this tour they had many difficulties in traveling. They had to worry about Indians and being held up by brigands. They had to walk many miles crossing rivers and deserts. Tom Thumb and Company had circled the world traveling 55,487 miles and gave 1,471 performances without missing a single engagement because of illness or accident. They made a profit of $80,000.00.

After a much needed rest, the famous quartet embarked upon travels which took them to each state in the Union. It was then that Tom Thumb had his house built in the Warrentown section of Middleboro.

In 1881, Barnum persuaded the couple to travel with him and his "Greatest Show on Earth."

On January 10, 1883, the group was in Milwaukee, Wisconsin, the Newhall House. In the middle of the night there was a fire. Tom never recovered from the shock of the terrible experience and died of an apoplectic stroke in his home in Middleborough, July 15, 1883.

The married life of Charles Stratton "General Tom Thumb" and Lavinia Bump was an unusually happy life. Despite the many statements in print and photographs of Lavinia holding a baby, no children were born to the Thumb's. Tom Thumb was buried in Mountain Grove Cemetery, Bridgeport.

The Thumb house still contains reminders of its original occupants like windows sixteen inches from the floor and stair risers only six inches high.

There have been many midgets as small as General Tom Thumb and his wife, but never any as famous. Tom was one of the greatest sensations of the 19th century. He was "Magnitude in Miniature."

Tom Thumb was a well-liked person and the reader can see why. Tom lead a very busy and fulfilled life. As many people might say, to know him is to love him. I am sure that if we lived in the 19th Century, we would also like Tom Thumb. He will always live in our memories.

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# A NEW ENGLAND MYSTERY WHO ARE THE TUMPUMS?

by EDWARD W. TOOLE

In the city of Brockton is a "Croatan Den" selling Indian jewelry. Probably few people realize that the Croatan Tribe, although there are thousands of them in North Carolina, have lost their language and much of their culture; and in connection with the history of the country nobody knows exactly who they are.

Even more interesting it is that there is such a group of people in this state, and has been for over a century, whose antecedents are not known — a veritable mystery, also. As far as known, they did not appear in the early history of the area.

We have found only three printed notices to the people; (1) the History and Directory of Plymouth County, published in Middleboro in 1867 by Stillman B. Pratt & Co., containing a sketch of the History of Pembroke by F. Collamore, N.D., (pages 7-81). It was this book that inspired a history of Bridgewater Center, used in the recent "Highlights of Bridgewater History."

We quote from the History of Pembroke:

"The Indians that lived in this vicinity belonged to the Massachusetts, at one time a powerful tribe, numbering 3000 warriors, and occupying the whole country from Neponset to Duxbury and extending back from the shore to Bridgewater and Middleborough.

A large portion of this tribe were converted to Christianity and were known as Praying Indians. At the breaking out of King Philip's War many of them were conveyed by the Government to Clark's Island (in Plymouth Bay) where they might be secured from their hostile brothers. Chickatabut was their Sachem. His father (it should be SON) Josiah Wampatuck, sold Scituate to Mr. Hatherly and his associates for 14 pounds.

In 1684 there were about fifty at Nemattakesset. The particular subdivision that lived near the Indian Pond was called Mattakeeset, and from them are descended Joseph Hyatt, Martin Prince, and William Joel.

David Fuller was descended from the Tumpum tribe. This was probably a family or patriarchal name."

Mr. Bryant wrote a history of the Mattakeeset Indians; he might have said of the Massachuset Indians, probably the best now available, but he mentions no Tumpums, nor any people named Fuller.

(2) Indian Notes and Monograms (of the Museum of the American Indian in New York City) No. 44 by Frank G. Speck, considered the greatest recent authority on the New England Indians which is entitled, "Territorial Subdivisions and Boundaries of the Wampanoag, Massachuset, and Nauset Indians, dates 1928, quotes the report of census of the Indians of the State "L861 Senate Papers #96" which on page 8 lists Wampanoag Survivors as . . . =5 to Mamatakeeset and 15 to Tumpum Pond."

I feel grateful to this book, because it was in it that I learned of the report of Commissioner John Milton Earl 1859-1861. There is no doubt that the Mattakeeset Indians were of the Massachuset natica or tribe. As for Tumpum Pond, it probably did not exist. This book must have been hastily prepared. With one exception that does not tell where it is, we find no reference to Tumpum Pond anywhere else. In the report it was Mattakeeset Pond and plain Tumpum.

(3) The Commissioner's report of March 1861 follows:

page 14 The Tumpum Tribe

The "Tumpums" are supposed to have been a local tribe whose former residence was in Pembroke and vicinity. Traces of them have been found in other places where they have intermarried, and the name is still found in Mashpee. The number remaining which are not included in other tribes is 15, Families 4, Males 6, Females 9 - 15, Under 5 years of age 3, from 5 to 10 years of age 5, from 10 to 21 years of age 2, 21 to 30 years of age 5, Over 70, 2.

Those over 70 are Abigail Christopher, aged 75, and David Fuller, aged 71.

The members of this tribe appear to be capable, intelligent, and moral. One aged person has received some public assistance. They are understood to be in the enjoyment of their civil rights as citizens of the State.

On pages 72 and 73 of the Appendix they are enumerated by name and location:

| | | | |
|---|---|---|---|
| Abigail Christopher, 75 | widow | Fall River | Indian |
| Elizabeth Christopher, 32 | single | Fall River | Indian |
| David Fuller, 71 | widower | Pembroke | Indian |
| Mary Jane Fuller, 16 | single | Mattapoisett | Indian |
| David Fuller, Jr., 39 | married | Salem | Indian |
| Salome Fuller, 25 | married | Salem | "colored" |
| David Fuller, 10 | boy | Salem | Indian |
| Charles Fuller, 8 | boy | Salem | Indian |
| Franklin Fuller, 3 | boy | Salem | Indian |
| Alice Fuller, 1 | girl | Salem | Indian |
| *Thomas G. Fuller, 29 | married | Lynn | Indian |
| Caroline A. Fuller, 38 | married | Lynn | Indian |
| Sarah Jane Fuller, 5 | girl | Lynn | Indian |
| Martha Jane Fuller, 5 | girl | Lynn | Indian |
| Alice Fuller, 3 | girl | Lynn | Indian |

*I am informed that although the name is rightly given, yet he is not generally known by the name of Thomas, and that he writes his name Gideon T., and is known by the name of Gideon T. or Tumpum.

As far as we know this is the end of the record.

It is evident that to many, one tribe of Indians more or less is not very important. Nevertheless, to the historians, the fact that one of these tribes cannot be traced, is a challenge.

I believe that they still survive; but who are they?

The history of the Tumpums is suggested for investigation.

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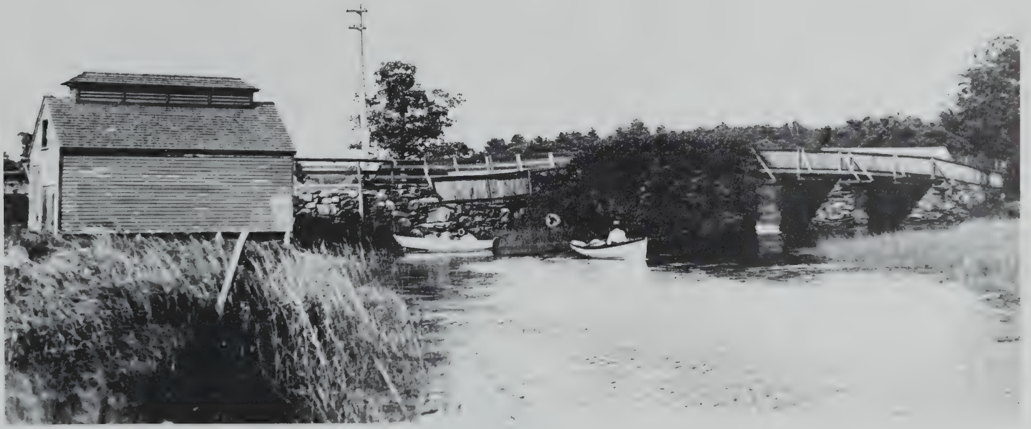

## NEMASKET RIVER AT THE EAST GROVE STREET BRIDGE

In the early 1900's, Nemasket River was widely used for recreation and the boathouses (there were two) were filled with boats. The river was so populated by craft it was difficult to find a spot for a mooring. The boathouses here pictured were so constructed that a canoe could be paddled directly inside with a platform on each wall on which to disembark. The canoe was then lifted from the water and stored on one of the racks attached to the interior wall. From 1905 to 1918 traffic on the river was brisk. It was a one hour canoe trip from the East Grove Street Bridge to the mouth of the river at Lake Assawampsett. The Middleboro Gazette of June 10, 1907 published the following item: "Nemasket River is becoming unusually popular. This year power boats, row boats and canoes have been added to the fleet in large numbers and each night the river is well filled with pleasure parties."

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# REMINISCENCES OF A BOYHOOD SPENT ON AND AROUND LAKE ASSAWAMPSETT

BIRCH ROAD, SHORE OF LAKE ASS

The road along Lake Assawampsett as it looked at the time Mr. Hinds was enjoying his experiences on the lake.

The unusual circumstances surrounding the following letler make it of interest to Middleboro and Lakeville readers. When Riverside Restaurant opened in Middleboro a few years ago, the owner, Mr. Robert Marsden, took advantage of the fact that the restaurant was located on the Nemasket River where in the middle 1800's the steamboat "Assawampsett" plied its way from Middleboro to Lakeville, some four miles up the river to Lake Assawampsett, making a tour of the lake with stops at various shore resorts. This was the tourist attraction of the day and an excursion aboard the steamer, enjoying the then wide and clear Nemasket River with the sail around beautiful Lake Assawampsett, the largest lake in the State of Massachusetts, provided the most popular diversion of the summer season. All this took place between 1879 and 1895. By way of advertisement, the owner of the restaurant issued a broadside bearing the picture of the steamship accompanied by a brief description.

Mrs. Thelma Oldfield of Middleboro thought the announcement was so attractive and interesting she sent one to a friend in Peterborough, New Hampshire. The friend had a neighbor who grew up in Middleboro and Lakeville to whom she gave the Riverside advertisement, thinking it would be of special interest to her. The neighbor promptly sent it to her brother in Arizona. Hence the letter, filled with nostalgic memories, from Horace Hinds of Green Valley, Arizona to his sister Edith, in Peterborough, New Hampshire.

240 Esperanza Boulevard
Green Valley, Arizona.

Dear Edith:

The pamphlet entitled "Assawampsett Steamer," was most interesting and brought back memories of many trips I rowed about and along the shores of Assawampsett, Pocksha, Long Pond, and even Quitticas Lakes, both Little and Big. From my experience, it hardly seems possible that a steamboat could navigate the Nemasket River from Middleboro to Lake Assawampsett and on to Long Pond through the narrow river connecting the two.

It would be reasonable to expect that all of these lakes in 1879 contained much more water than they did after Taunton pumped water from Assawampsett. Middleboro took water from the Nemasket river which runs out of Assawampsett, and New Bedford took it's supply from Quittacas which in turn was supplied from Pocksha which is and was only an extension of Assawampsett.

Many row boat trips have I made, usually accompanied by a collie dog, out of Sampson's Cove, along the shore owned by Jim Edgar of Edgar's Department Store in Brockton, out and around the eel grass growth where the bass flourished, past Nelson's Grove, continuing on past Staples Shore where the State Militia camped, a camp called Camp Joe Hooker, a General in the Civil War, and on to the dam where the Nemasket River began. The dam controlled the amount of water permitted to flow to Middleboro. At this point in the river just beyond the dam there was a natural swimming pool for me and my dog. This would be about a day's trip, if I did not pause to fish.

Another trip would be directly across Assawampsett with the sand banks off my port bow, past the Indian peninsular owned by the Indians — Mrs. Mitchell, perhaps Chief Mitchell, and his two sisters, across Lake Pocksha and up to the highway and sluice gates that separate Pocksha from Big Quitticas. One day I looked down into one of those concrete sluice ways, saw a school of eels, dropped my line, pulled one aboard and then wished that I hadn't, my first experience with "as slippery as an eel." This was also about a day's trip.

Another shorter but more difficult voyage was out of Sampson's Cove, along the shore of Assawampsett, past the Taunton Water Works pier, past the Indian mound on my starboard bow, up to and in front of the old Stage Coach Inn on the early turnpike from New Bedford to Boston. To the arched stone bridge under the highway, the river, passage from Assawampsett to Long Pond. It was indeed a low bridge, so low that I had to almost lie flat in the boat, pull the boat along through a maze of spider webs until clearance was ahead, a passage of about 50 feet. Emerging into open air free from the spiders and their webs, I could now use my oars again. The river was about 20 feet wide, stony bottom and probably 3 feet deep. I hadn't proceeded far towards Long Pond when looking over the side of my craft, something seemed to move. It looked similar to many of the large rocks in the river bed, but this was the only one that moved. Curiosity overcame me as it does most people of my age at that time, probably 10-12 years, and reaching over the gunwale, I brought a large snapping water turtle, weighing no less than 25 pounds, aboard. For awhile he took charge of the boat, as did the eel, and seeing that it was either me or they in command, I finally dumped them overboard into the Assawampsett on my way home. I don't know the name of this waterway that connects Long Pond with Assawampsett. However,

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Mertie E. Romaine .......... Editor

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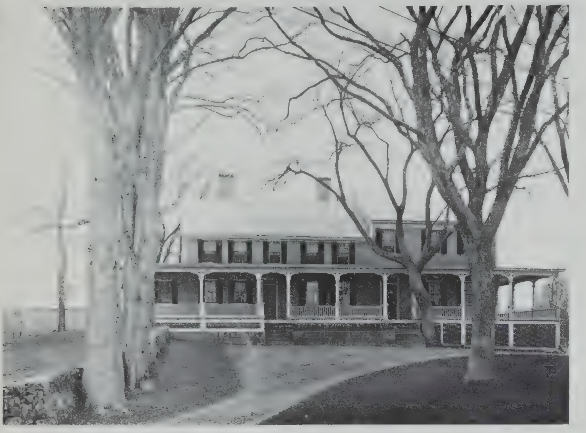

SAMPSON'S TAVERN

due to the fact that the current flows from Long Pond, it was one source of supply for Assawampsett, from Assawampsett through the Nemasket River the outflow passed through Middleboro and from there probably to the salt water.

On the back of this pamphlet Tom Thumb and his wife appear, again a subject of special interest to Lakeside on Assawampsett and to Middleboro, their winter home. Before Jim Edgar acquired the shoreline, it was here that Tom Thumb and his wife occupied one of the cottages in the summer time. I remember seeing them occasionally in the village at Middleboro. It was at Lakeside that our family dined and spent the night at one of the cottages on our carriage venture to Monument Beach on the Cape. This is where all of our troubles began.

You were probably too young to remember this carriage trip from Boner's Street in Newtonville to Monument Beach, for I was less than or about seven years old, and you were younger. Some day I will put it all down on paper. Quite a trip and quite a beginning of the events that helped to frame our lives for the next 20 years, more or less.

The folks who operate the restaurant (Riverside) with all this ancient history, have done a remarkable job in the publication of their menu. If their food is equally good, it would be to my liking. While I sit here, with my mind in Lakeville, it is difficult to realize that the same mind is 3000 miles away. What a piece of machinery, one that never needs oil or grease, is self propelled and if properly nourished, will fulfill marvels. To me it is a living kaleidoscope, with a built in memory chamber, as one turns the scope, a new picture is created, another turn, another picture — and so infinitesimally.

Well, I have come to the end of remembrances brought about by the references to the Lakes in Lakeville in your last letter. It was a pleasure to receive this reminder that I was once a curious boy seeking an outlet for my curiosity amid the beautiful waters of Lake Assawampsett and its tributary companion lakes that created what eventually became the town of Lakeville.

Regards to all from Evelyn and yours truly,

Horace.
(Horace S. Hinds)

## SAMPSON'S TAVERN

A famous and historical tavern that stood on Bedford Street at the corner of Highland Road, facing Lake Assawampsett, and built in 1798 when that section was a part of the town of Middleboro. It was a stagecoach tāvern on the route from New Bedford to Boston. Quoted from Viger's "History of Lakeville," "The opening of the inn in 1798 was an event in the neighborhood . . . Friends and neighbors of the Sampsons looked forward to the long winter evenings with games of checkers and to neighborhood gossip over their pipes and cider . . . Daniel Webster was an occasional guest at the tavern and fished many times on Assawampsett Lake.

The first building of the tavern was the central portion, and later it was extended to the south and rear. In 1835 the largest north part was added. When completed it had two dining rooms which together would seat one hundred guests. There was a summer and winter kitchen. Part of the lower floor was used for entertaining large parties and for dancing. The second story had nine sleeping rooms. There were three barns on the premises. One barn on the shore side of the road contained stalls for thirty horses."

Closed in 1869, the tavern was purchased by Josephine Perry of New Bedford and used as a summer home by Eben Perry for forty years. In September, 1911, the city of Taunton purchased the property and the tavern was demolished.

## IN GRATITUDE

Mr. and Mrs. Charles D. Townsend have taken up their residence in Sarasota, Florida. As they leave, we wish to extend sincere thanks to Mr. Townsend for his many services to the Middleborough Historical Association, especially his kindness in attending to the mailing of the Middleborough Antiquarian to subscribers and members. This required a great deal of time and effort and we wish to express our deep appreciation.

We are happy to report that Mrs. Townsend for the present will continue her article in the Antiquarian, "Twigs and Branches," on the history and genealogy of the town of Middleboro.

# TWIGS & BRANCHES
# of
# Olde Middleborough
# in
# Plymouth County
# Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

One reason that the ancestry of some early Middleborough families is very difficult to document is because it was not until its incorporation as a town in 1669 that it was considered as a separate area. It was part of Plymouth and the earlier records . . . if they are in existence . . . are combined with the Plymouth records. This area lost almost all the town records in the Indian wars . . . particularly the King Philip's War which took place in 1675 and 1676.

Settlers were here in what was first called Middleberry (after the separation from Plymouth in 1669) as early as 1654. It is because of the very close ties to Plymouth that so many old Middleborough families can trace their ancestry to the Pilgrims who arrived on the Mayflower in 1620.

It was about 1637 when Elizabeth Poole the daughter of Sir William Poole of London, England arrived with her Associates and first purchased land at Titicut. Her land purchase was between the bounds of Cohannet (as Taunton was called earlier) and the western boundary line of Middleborough near the Poquoy Brook.

In this group was Elizabeth Poole's brother, William Poole, John Gilbert, Sr., Henry Andrews, John Strong, John and Walter Dean and Edward Case. In 1638 these men are recorded as being freemen at Plymouth Colony. This original purchase later became a part of Taunton.

Except for this one purchase and settlement in the Titicut area, the Poole Associates made little imprint on Middleborough history but Taunton records have much to tell about them . . . particularly the Poole and Dean families.

If you wonder sometimes why a family is difficult to trace it may be due to the fact that the family bought much land in different sections of Plymouth County . . . and sometimes several parcels of land in the same town.

David Thomas and his wife came from Salem to Middleborough soon after 1668. They settled in the area known as Thomastown. He was a purchaser in the Twenty-six Men's Purchase and an original owner in the Eight Men's purchase. He is known to have had children named David, Joanna William, Jeremiah and Edward. Edward was born 6 February 1669 and is the first birth recorded in the Middleborough records. David was probably born about 1649 if his age given as about 60 in 1719 is correct. His wife was Abigail, the daughter of Henry Wood. He married about 1670-1675.

This Thomastown section was home for many generations of persons of this surname. It also becomes associated with another person of prominence . . . Deborah Sampson who lived in the home of Jeremiah Thomas before her enlistment in the Revolutionary Army.

The Eddy family also have lived for generations in the section of Middleborough known as Eddyville. Here again . . . while there was not an Eddy on the Mayflower there are family members who can claim descent through the intermarrying families.

It was one John Eddy, son of Zachariah who is credited with having the first printing plant in town. In 1759 he edited and printed an almanac. He also did a second almanac in the year 1759.

John Raymond who reportedly was the first settler in the area known as Raymondville was a somewhat later arrival. He did not come until the witchcraft excitement . . . these were manifest in Salem area about 1692. It is rather interesting to note that the minister in Salem at that time had just come there from the West Indies where voodoo and black magic was a way of life.

The Raymond family later moved to Woodstock, Vermont. Many place names of the Woodstock area are named also from the former locations of the people who lived there. Woodstock was named for Woodstock, Connecticut which was another section where many of the early Woodstock, Vermont residents had formerly lived.

In 1715 Edward Thomas of the Thomastown Thomases, assisted by Jacob Thomson, Henry Wood and John Tinkham built the first sawmill in the town of Middleborough on Bartlett Brook.

George Soule was the 35th signer of the Mayflower Compact. He was a purchaser of lands in the area and left his Middleberry lands to his daughters. His daughter Elizabeth married John Haskell, Patience married Francis Walker. This area became known as the Soule neighborhood. There was also a son John and the brother James moved from Duxbury to Middleborough in 1690. Another member of this Soule family was Isaac, a grandson of James who became noted as an astrologer. This family has not left as many descendants in the Soule neighborhood as in the case of other families.

Our ancestors were frequently named the identical given name of the father or grandfather. And since brothers and sisters in the same generation each followed this traditional naming procedure within their own individual families . . . it is sometimes most difficult to decide whose John is the one you may be searching for.

## THE MIDDLEBORO OUTLAW?

*by* RICHARD JOHNSTON
Carson City, Nevada

Is it possible that Oscar Edgar Bliss, a resident of Middleboro, Massachusetts, in the 1870's and the 1880's, may have moved out West and used the alias C. L. "Gunplay" Maxwell to become a horse thief, bank robber, stage robber, a friend of the famous Butch Cassidy and a member of his infamous "Wild Bunch"? As strange as it may seem, there is evidence which tends to lead me to believe, after three years of research, that this supposition may well be true.

As fantastic as this idea may seem, it is not without its precedents. William Ellsworth "Elzy" Lay, alias William McGinnis, Butch Cassidy's lieutenant in crime, was born in 1868, at McArthur, Ohio, and moved to the West with his family. Another outlaw, Harry Longabaugh, was born at Mont Clare, Pennsylvania. Harry Longabaugh joined his brother Edward P. and his sister Emma in Boston, Massachusetts, in 1885, and attempted to find work there. Harry headed west and after being in trouble with the law a number of times, finally joined with Cassidy.[1] Harry Longabaugh became known by one of the more famous nicknames, "The Sundance Kid."

These are just two of the many outlaws of the West who originally were from the East, but who in time moved to the "Wild West." Sometimes these men moved just for the adventure, sometimes they traveled with their families, but for others, the move was supposed to get them away from trouble that they had been in. Oscar Edgar Bliss, the former Middleboro resident, seemingly falls into this last category.

Oscar Edgar Bliss was born on May 24, 1850, in Calais, Vermont, and could trace his family back to its first appearence in America before 1600. Oscar's great-grandfather, Abadial Bliss (b. 12-15-1740, d. 6-10-1805), served as a lieutenant in the Revolutionary War, was from Rehoboth, Massachusetts, as was his wife, Lydia Smith.

Caleb Bliss, Oscar's grandfather, was born in Rehoboth, on October 26, 1778. His wife, Esther Peck was also from Rehoboth. They were married in that town in January of 1801. They moved soon after their marriage to Calais, Vermont and took up farming. Their second child, Abadiel, born in Calais, on October 21, 1804, would become Oscar's father.

Abadiel, Oscar's father, would have four wives before his death on November 22, 1868, took over running the family farm at Calais. His first wife, Minerva Dota (b. 1807, d. 9-4-1834), bore him one son, Otis Peck Bliss (b. 1833, d. 10-8-1848). Abadiel's second wife, Sally Buck (b. 1814, d. 7-7-1848), had three daughters, two of them, Emily Adelia Bliss (b. 11-2-1840) and Emma Sally Bliss (b. 5-1-1842), help to tie some of the evidence of Oscar Bliss's outlaw life together.

Upon Sally Buck's death, Abadiel married Elizabeth M. Slayton (b. 1820, d. 5-15-1856), she had two children by him, Mary Effie Bliss (b. 1849, d. 10-30-1868), and Oscar Edgar Bliss. Oscar's father would marry one final time, this time to Harriet Barnes (b. ?, d. 1-20-1878), but there would be no children from this marriage.[2]

At this time there is very little information on Oscar Edgar Bliss's early life. Like so much of his life, there are large periods where very little is known, mostly due to the difficulty of conducting research by mail.

If Oscar Edgar Bliss is indeed the outlaw, C. L. Maxwell, the few letters that Maxwell wrote that have survived show that he had a better than average education. Maxwell's son-in-law, Alma Nelson, believes that Maxwell may have attended college and studied chemistry[3]. Some of Maxwell's later activities do seem to indicate some chemistry knowledge.

On Abadiel Bliss's death on November 22, 1868, the family farm at Calais was sold and Oscar's share of the estate came to $617.98, which was paid to him in 1869.[4] At this time it is unknown if Oscar was still living at Calais or not.

Sometime before December of 1872, Oscar Edgar Bliss took up residence at Middleboro, Massachusetts. There he met Lucy Smith Bryant, daughter of Ira Bryant and Mercy Freeman of Middleboro. Lucy was born in Middleboro on October 6, 1850, and was only five months older than Oscar.[5]

Oscar and Lucy were married on December 10, 1872, in Middleboro. Pastor E. N. Hidden conducted the ceremony. At the time of their marriage Oscar's occupation was that of a clerk.[6] There is reason to believe that Oscar may well have been a clerk at the Bryant Grocery on Main St. in Middleboro.

The Bliss genealogy, collected in 1880, shows that Oscar was a dry goods merchant. The 1884 issue of the *Middleboro Directory* shows that Oscar Bliss was a driver for the Bryant Grocery. However, after this date Bliss seemingly disappears, at least as far as the Middleboro Directories are concerned.

The 1889 *Middleboro Directory* records that Mrs. L. S. Bliss was living at Oak Street, but there is no mention of her husband. The 1892 directory shows that Mrs. Lucy Bliss was boarding at Ira Bryant's house, her father's. According to this same directory, Ira Bryant, a farmer, lived on East Main Street in Middleboro.

The 1900 census shows that Mrs. Lucy S. Bliss was a patient at the Longwood Hospital in Boston. For the first time, it is shown that Lucy Bliss is divorced. A check of Massachusetts divorce records has failed to uncover any record of this divorce however.

Lucy Bliss's health continued to be bad. She spent the final years of her life as an invalid living with her sister Mrs. Abram L. Bowman and her husband at their home on North Main Street in Middleboro. Lucy Bliss died on August 27, 1917 and was buried in the cemetery at the Green. She was survived by her sister, Mrs. Bowman, and three brothers, George F., Edward and Charles M. Bryant.[7] Again there is no mention of her husband except for a notation in the Town Clerk's files that Lucy was divorced at the time of her death

### BUT WHAT HAPPENED TO OSCAR EDGAR BLISS?

It wasn't until very recently that at least part of that question was answered. As noted before, the last record of Oscar Bliss in Middleboro was the 1884 *Middleboro Directory*. Sometime after 1884, but before 1887, Oscar stopped being a worker and became a businessman. Oscar, along with Samuel W. Lucas, opened a grocery store, Lucas & Bliss, located on Centre St. in Middleboro.[8]

Little is known of this business, it is not mentioned in the directory or other town records that I have found. This business would have gone unnoticed and most probably forgotten if Oscar Bliss had not made the newspapers in February of 1887. At that time the papers reported that Bliss had "contracted many debts that remain unsettled."

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On about February 19, 1887, at 9:30 in the morning, Oscar Bliss left Middleboro by train to go to either Waltham or Boston to supposedly visit a friend. On that same train was the 20 year old daughter of George Earle, Minnie Earle, "a small, vivacious blonde, good looking and very stylish," who lived on Centre St. in Middleboro. She too was supposedly going to either Boston or to Brockton to visit a friend.

A few days passed and neither Oscar nor Minnie were heard from. It was a member of Minnie's family who probably had the first suspicion as to what had happened. One of her family members remembered that "Minnie's baggage was of unusual size for a young lady intending to be away from home only a few days, and it was found that she had taken all her clothing."

Mr. Lucas, Oscar's partner, added to the suspicion cast upon Oscar when he said that he personally thought "that Bliss has gone never to return." Lucas also added that Bliss had taken all the available funds of the Lucas & Bliss grocery when he had left.

With these facts known, George Earle, Minnie's father, started out in search of his erring daughter and swore vengeance on Bliss. The search was started, but the story dropped from the newspapers, thus at this time it is impossible to determine if Minnie and Oscar were ever found. From this point on, Oscar Bliss was never seen again.[9]

## THE APPEARANCE OF MAXWELL

Within two years of the disappearance of Oscar Bliss, a cowboy by the name of James Bliss drifted into Wyoming and Utah. In Vernal, Utah, he met Miss Ada Slaugh and fell in love. They were probably married in Vernal before 1890, but records from that time and place are very spotty. In July of 1891, their only child was born, she was named Myrtle.

In June of 1893, Bliss, now using the alias Richard Carr, was convicted of horse stealing in Wyoming and was sentenced to serve three years in the Wyoming State Penitentiary, it was while in prison that he met Butch Cassidy, a fellow inmate. Carr, like Cassidy, was released in January of 1896, being let out early for good conduct.

Carr returned to Utah and picked up the alias C. L. Maxwell. For the next two years Maxwell would be involved in a number of crimes, some with Cassidy, and some with his own gang. Each new crime brought more and more attention to him. Finally, in April of 1898, the governor of Utah placed his name on a wanted poster and offered a reward of $500 for his capture.

In May of 1898, Maxwell and a partner robbed a bank at Springville, Utah, but everything went wrong. Maxwell was captured within two hours of the robbery and his partner was killed. Maxwell was convicted of the bank robbery and sentenced to 18 years in the Utah State Penitentiary.

Maxwell said that he would never serve his full prison term and he was true to his word. In 1903, he was released when he helped put down a jail break. Maxwell quickly found work as a company guard for a mining company in Utah during a miners strike. When the strike was over, he turned his attention to mining and set-up a large mining company in Utah.

In 1907, Maxwell went to Goldfield, Nevada, where he again was hired as a company guard during the labor troubles there. In Nevada he dropped the name Maxwell and picked up the name Thomas Otis Bliss. He returned to Utah in late 1907, started using the alias C. L. Maxwell again, and was in a classic gunfight. The editor of the town's small paper where the fight took place, gave Maxwell his nickname, "Gunplay." Though wounded in the gunfight, he was back to his old self within a couple of months.

In late 1907, Maxwell moved his wife Ada to Salt Lake City, Utah, and then left for California. In January of 1908, now using the alias William H. Seaman, he married a wealthy widow by the name of Bessie (MacBeth) Hume, who had three children. After a stormy honeymoon, during which Bessie accused her new husband of stealing her jewels, Maxwell (Seaman), left her.

Maxwell returned to Nevada and in the summer of 1909 he and another man held-up a Wells Fargo Stage. The two were arrested within three days of the robbery and placed in jail to await trial. Through a series of letters sent Bessie they got back together again and when Maxwell, who was using the name Richard or James Bliss, made his $5,000 bail, he quickly left the state for Utah.

He joined with Bessie and her children and rented a hotel room in Ogden for them. He would then travel between there and Salt Lake City to visit his other wife, Ada, and his daughter Myrtle.

Finally, on August 23, 1909, while in Price, Utah, waiting to go to trial in another town for another minor offense, he got into an argument with the deputy sheriff, Ed Johnston. While they were walking along Main Street, the argument got out of hand, Maxwell drew his gun and fired, but missed, Johnston drew his, fired three times and killed C. L. "Gunplay" Maxwell.

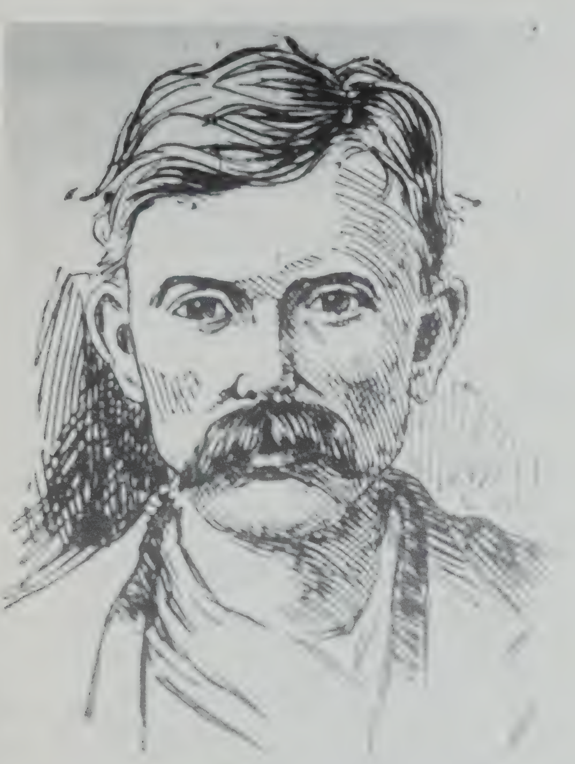
Maxwell's body was shipped to Salt Lake City, where the two widows met for the first time. Maxwell was buried in Salt Lake City on August 27, 1909.

## WAS C. L. "GUNPLAY" MAXWELL REALLY OSCAR EDGAR BLISS?

The question of who C. L. Maxwell was has been a great problem. He was very careful to cover his past. The story that he told reporters was that he was from a wealthy family in the East who had moved after killing a friend in a saloon fight. Other than this he was silent about his past.

Maxwell's grand-daughters do state that they believe that his real name was Bliss.[10] This is backed up by the fact that Maxwell's wife, Ada, used the name Ada Bliss when she bought a house in Utah. Also Myrtle, Maxwell's daughter, used the last name of Bliss when she was married in 1908. Maxwell's son-in-law was able to throw a bit more light on Maxwell by remembering that Ada and Myrtle always called Maxwell by the nickname "Eddy" (shortened from Edgar?).

As to where in the East Maxwell was from, a letter printed in a 1898 Utah paper gives some idea. The letter had been sent to Maxwell, then in prison awaiting trial for the Springville bank robbery. The letter was from his daughter and the paper stated that the letter was postmarked from Eddyville, Massachusetts. Both Maxwell's son-in-law and his granddaughters were able to confirm that Maxwell had sent Ada and Myrtle back to Massachusetts while he was in prison in 1898.



C. L. Maxwell as he appeared hours after being captured for robbing the Springville, Utah, bank in May of 1898. Was this outlaw in fact Oscar Edgar Bliss, a former Middleboro resident?

The item which gave me the best lead to Maxwell's identity was another letter printed in a Utah paper. The letter appeared in the Price, Utah, paper about a month after he was killed in that town. It was from Justus L. Batchelder of Montpelier, Vermont. He requested information on C. L. Maxwell's death. Justus claimed that Maxwell was really known as Bliss and that he had left Massachusetts some twenty years before. Justus claimed that Maxwell, or as he called him, Bliss, was his uncle.

A check of *The Batchelder, Batcheller Genealogy,* published in 1898, showed that there was indeed a Justus Lane Batchelder, born in East Montpelier, Vermont, on May 5, 1866. His father was Eri De Forest Batchelder (b. 10-20-1839), his mother was Emily Adelia Bliss (b. 11-2-1840). Emily Adelia Bliss was Oscar Edgar Bliss's half-sister. So finally there was a tie-in between Oscar Edgar Bliss and the outlaw C. L. Maxwell.

Two other items also help back this up. Oscar's other half-sister, Emma Sally Bliss (b. 5-1-1842) married a tailor by the name of L. R. Heitler and moved to Solano County, in California. When Richard Carr (Maxwell) was in the Wyoming State Penitentiary, he claimed that he was from Sacramento, California.[11]

The second item is that Maxwell used the name Otis in a number of his aliases. Oscar Bliss's half-brother, who died in 1860, was named Otis Peck Bliss.

The only known description of Oscar Edgar Bliss comes from the 1887 article on his running off with Minnie Earle. The paper reports that "Bliss is a tall, spare man of about 30." In 1893, six years later, the Wyoming State Penitentiary describes Richard Carr (Maxwell) as being 33 years old, 5 foot 9 inches in height, 145 pounds in weight. He had a dark complexion, light brown hair and blue eyes.

The biggest difference is the age, but seemingly, Maxwell and Oscar Bliss always looked young. In the 1887 Boston article, Oscar's age is given as "about 30" when in fact he was 37. The 1893 Wyoming description shows him as being 33. In 1898, the Utah State Prison says he was 36. The 1900 census says he was 45. But at a trial in 1907 he said he was 47, however when he married in 1908 to Bessie Hume he gave his age as 36. Finally his death certificate gives his age as 36 in 1909.

If Maxwell was really Oscar Edgar Bliss, he would have been 59 years old when he was shot and killed in 1909. So the question still remains was Oscar Edgar Bliss really the outlaw C. L. "Gunplay" Maxwell?

* * *

I would like to thank Mrs. Lawrence B. Romaine, Curator of The Middleborough Historical Museum and Mrs. Rodman E. Westgate of Middleboro for helping me so much with my research into Oscar Edgar Bliss's Middleboro life.

My thanks also go to Mr. Charles G. Bennett, Genealogical Librarian, for The Bennington Museum, Bennington, Vermont for furnishing me both the Bliss and Batchelder genealogies, and for suggesting many research ideas.

Finally I would like to thank Mr. Joseph Halpern of Brooklyn, New York, for the information on Oscar Bliss in Middleboro.

I would like to request that any reader of this article who might have information on Oscar Bliss, his wife the former Lucy S. Bryant, Minnie Earle, or Samuel Lucas please contact me at the following address. I am also trying to find photographs of any of these people and of the Bryant grocery and the Lucas & Bliss grocery.

Richard Johnston
1532 Goldfield St.
Carson City, Nevada 89701

## END NOTES

1. Larry Pointer, *In Search of Butch Cassidy;* 1977, University of Oklahoma Press.
2. *Genealogy of the Bliss Family in America, From About the Year* 1550 *to* 1880; 1881
3. Interview by author with Mr. Alma Nelson; 1977.
4. Probate records for Abadiel Bliss, Washington County, Vermont.
5. Middleboro Town Records.
6. Marriage certificate for Oscar Edgar Bliss & Lucy S. Bryant.
7. *The Middleboro Gazette;* August 31, 1917.
8. *The Boston Daily Globe;* February 25, 1887.
9. Compiled from *The New York Times;* February 26, 1887, and *The Boston Daily Globe;* February 25, 1887.
10. Letters and interviews with author.
11. Bliss genealogy.

## FAVORITE QUOTATIONS

Among the many old-time photographs, artifacts and clippings given the Museum by Mrs. Reginald W. Drake is a calendar, the date not given, but judging by the persons who contributed their favorite quotation (there is one for every day of the year) the calendar must have been issued in the early 1900's, probably as a benefit for some worthy cause.

Whatever a man's age may be, he can reduce it several years by putting a bright colored flower in his buttonhole.
ANDREW MILLER WOOD (Mark Twain)

Advice is like castor oil; easy enough to give, but hard enough to take.
ABBIE F. TINKHAM

No road to any good knowledge is wholly among the lilies and the grass; there is rough climbing to be done always.
LENA M. BALDWIN (John Ruskin)

Blessed are the missionaries of cheerfulness.
MYRA C. STETSON (L. M. Child)

Keep on looking for the bright, bright skies,
Keep hoping for the sun to rise,
Keep on singing though the whole world sighs,
And you'll get there in the morning.
LUCY H. THATCHER

"Doctor, send your bill before the tear of gratitude is dry."
ALONZO F. RYDER

None of us can have as many virtues as the fountain pen, or half its cussedness; but we can try.
GEORGE E. DOANE (Mark Twain)

The road to By and By leads to the house of Never.
LUCY P. BURGESS (Spanish proverb)

As one lamp lights another, nor grows less,
So nobleness enkindles noblesness.
MARION K. TILLSON (Lowell)

There are three pleasures pure and lasting, and all derived from inanimate things — books, pictures, and the face of nature.
E. MAE WITHAM (Hazlitt)

Full many a gem of purest ray serene,
The dark unfathomed caves of ocean bear;
Full many a flower is born to blush unseen,
And waste its sweetness on the desert air.
FLORENCE L. DEAN (Gray)

Trouble comes on bicycles, but goes on foot.
EDITH R. JENKS

And make each day a critic of the last.
A. VINCENT SMITH, M.D. (Pope)

A man can but do his best.
HARRY LEBARON SAMPSON (Scott)

Put your trust in God, but mind to keep your powder dry.
W. OSGOOD EDDY (Cromwell)

Owe no man anything, but to love one another.
WALTER SAMPSON (St. Paul)

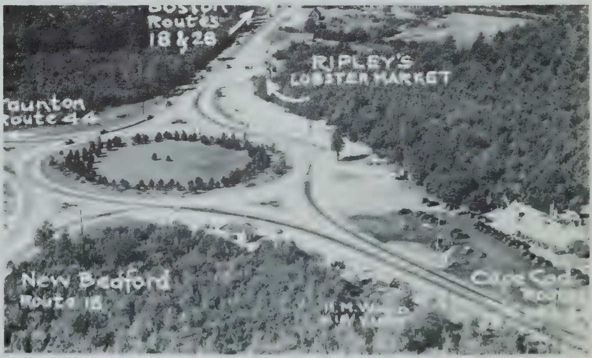
Labor with what zeal we have,
Something still remains undone,
Something uncompleted still
Waits the rising of the sun.
HATTIE B. LEBARON

When you are traveling keep your eyes open; better let in a cinder or two than nothing at all.
E. T. PEIRCE JENKS

Just dreaming, loving, dying, so
The actors in the drama go;
A flitting picture on a wall,
Love, death, the themes. But is it all?
C. S. CUMMINGS, M.D. (P. L. Dunbar)

Life being very short, and the quiet hours of it few, we ought to waste none of them in reading valueless books.
THEODORE N. WOOD (Ruskin)

Do not simply be good — be good for something.
A. J. JACOBY (Thoreau)



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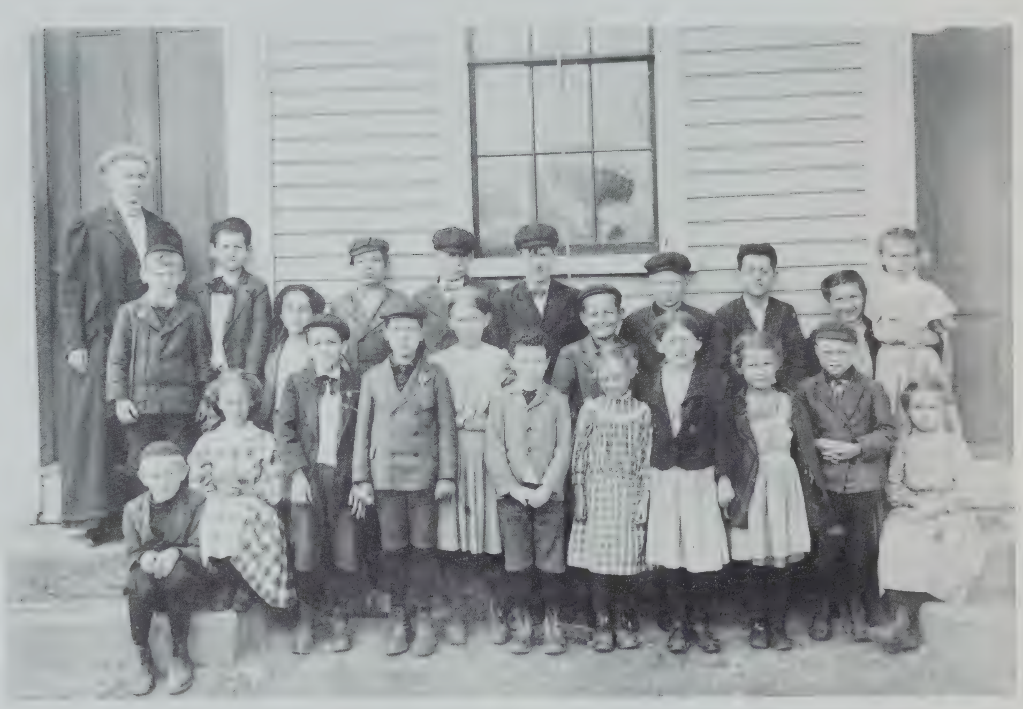

THE GREEN SCHOOL — 1905

Front Row: Charles Erickson, Ruth Bryant, Hyman Gold, William Theall, Anne Erickson, George Hudson, Dorothy Burt, Rosalie Sears, Hattie Sears, Guy O'Brien, Dorothy Fessenden.

Second Row: Howard Sparrow, Murray Day, Anne Thompson, Clifton McCrillis, Edward Griffith, Horace Griffith, Ralph Theall, Herbert Erickson, Michael Collins, Edith Burt, Lillian Chapman.

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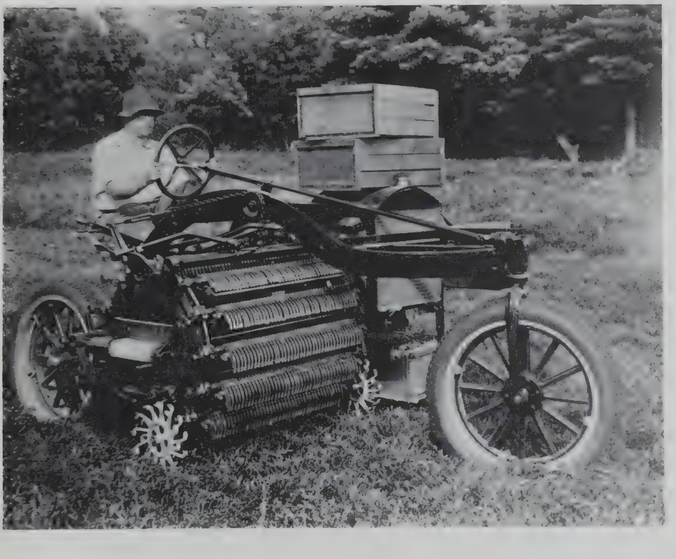

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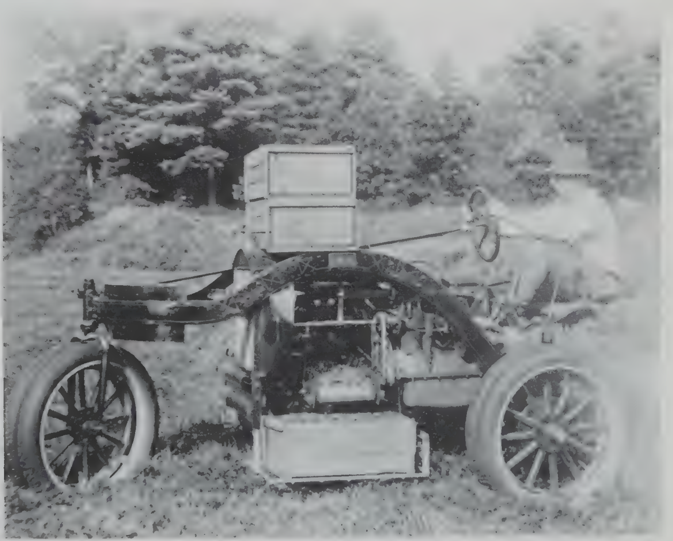

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*(from newspaper article October 5, 1920)*

On several of the largest cranberry bogs on Cape Cod, tractor-like machines are being used this fall for picking the crop. The motor-driven machine that looks like a rubber-tired tractor, is declared to be the first successful mechanical picker ever used in the cranberry harvest. It promises to revolutionize the tedious task of hand-picking the bogs, because it does not damage the bog as badly as the familiar hand-scoop.

The new machines are in use on A. D. Makepeace's place in Wareham, a 50 acre bog, on the 40 acres Eddyville bog of Paul Thompson, and at South Carver where Ellis Atwood is trying it to pick cranberries on his 200 acres. Three of the new machines are also in use on New Jersey bogs.

The inventors are two Quincy men, Oscar Tervo and W. H. Mathewson. Tervo originated the machine. He was unable to overcome certain faults in his invention and enlisted the manufacturing experience of Mathewson. Tervo is 32 and hopes that the returns from his invention will allow him to continue studies at Technology.

Other machines have failed because they rooted up the vines. Tervo's tractor-picker is claimed to injure the vines but very little. The long rows of picking fingers move backward. They are attached to a drum that revolves fast enough to overcome the forward motion of the wheels.

The machine has three wheels, each with a double set of rubber tires. The operator sits on a spring seat behind and steers with an automobile wheel. There are 14 long rows of picking teeth, 41 to a row. They reach down to the bottom of the bog as the drum revolves. As they are carried up they drop their pick of berries into a chute that carries them into a box on the side of the machine. The box is replaced as fast as it is filled.

Several other labor-saving machines are in experimental use on the Cape bogs. One is a weeder, hoped to be of value in renewing grass-grown bogs. Another distributes sand evenly over the bog. This sanding machine was invented by Carl Urann of Wareham and is said to have possibilities also in spreading sand in road making.

Massachusetts will have 400,000 barrels of cranberries on her 14,000 acres of bogs this year, a fifth more than last year. Massachusetts grows 60 percent of America's Thanksgiving cranberry sauce, and most of the Bay State bogs are in one county, Plymouth. The largest single bog, however, is on Nantucket Island, one of 258 acres.

## TAVERN ON THE GREEN

This famous old house was built by James Soule in 1700. In 1706 it was owned by Isaac and Ephriam Little and later by Ebenezer Sproat. Under the latter's proprietorship the house acquired much of its reputation.

Originally it was only one-half as large a building, the northeastern part having been built first. The house retained much of its original furnishing — the wainscot, the great fireplace, the deep-seated square windows and latticed panes of glass. The tap room continued for generations with the same furnishing. The kitchen showed the large oak beams as first placed over the ceiling, with the Dutch brick and panel work of English make about the large fireplace.

In the early part of the last century, the inn was enlarged to accomodate the many patrons. Here many of the congregation who worshipped in the old meeting house used to assemble every Sabbath noon during the intermission. At these noonings, the large room was crowded and the conversation carried on was interesting and instructive.

Here Benjamin Franklin spoke to the gathering about their crops and best ways of enriching and draining land. He gave them a few copies of "Poor Richard's Almanac" which thereafter hung over the fireplace under the king's arms.

It is much to be regretted that a building so connected with the historic events of the town and state could not have been preserved as a memorial of former times.

Editor's note: The outhouse of the famous old tavern has been preserved and is standing on the grounds of the Middleborough Historical Museum on Jackson Street.

THE SPROAT TAVERN
Plymouth Street
1700 - 1898

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XX 1979 Number 1
Mertie E. Romaine ........ Editor

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## MORE ABOUT PROFESSOR JENKS

In the Antiquarian issue of April, 1979, there was included a profile of Peirce Academy in which Professor John Whipple Potter Jenks distinguished himself as professor and naturalist, and in the Antiquarian of November 1976 was the highly amusing account of Professor Jenks' search for turtle eggs as told by Dallas Lore Sharp in "Turtle Eggs for Agassiz." Thanks to a loyal reader, in this issue of the magazine we enjoy more experiences with Professor Jenks again told by Dallas Lore Sharp.

---

## A BED IN THE MUSEUM

*By* Dallas Lore Sharp

J. W. P. Jenks, who got the turtle eggs for Aggassiz, was one of my college professors. I shared his room in the museum for three years of my college course — until the day of his death. No, you perhaps have never shared a naturalist's room — not the old sort of naturalist, anyway, who went up and down the world with his traps and a gun, collecting and skinning and mounting his specimens; who was quite as much of an explorer and discoverer as he was a collector.

Perhaps you would not have wished to share his room — but I shall come to that in a minute. First let me tell how it chanced that I did share that room, for all this goes back some three or four years prevous to my going to college.

I was seventeen years old and was attending the South Jersey Institute, a preparatory school in my home town, when Dr. Trask, the principal, returning from a trip to New England, told us that a great museum of mounted birds and animals, shells and alcoholic specimens had been given to the Institute by a Professor Jenks, an old naturalist, who had collected them when principal of Peirce Academy in Middleboro, Massachusetts. The academy had been closed for years, and the collection was now on its way to the Institute.

Probably that would not have excited you at all; but it did me. A two-headed kitten and horned toad had constituted the whole of the Institute's museum up to that time, with the exception of some fossil specimens that another boy and I had gathered from the sandstone quarries and marl pits — gathered and toted, fifty pounds of them at a time, on our backs for seven miles over the road!

The news of the coming museum was highly exciting. Greek and Latin had a hard time of it and my algebra has always suffered. My life has always been too exciting for mathematics. Then one day, just before the big cases began to arrive, Dr. Trask called me into his office and handed me a book, a zoology, written by this naturalist and professor who was sending us the collection, saying as he did so: —

'Professor Jenks is coming down to see us as soon as we get the specimens unpacked. I want you to go to work on the birds and meet him when he comes down'.

That is how it began. I had taken some self-conducted lessons in taxidermy before this, and knew a great deal more about birds than I did about some other things that a boy of seventeen might be expected to know. So I went to work after school hours upon the birds, and it was while this was going on that the old naturalist, professor, author, museum-maker, — wonder-worker! — came to see how it fared with his birds and beasts.

I had never seen the like of this man. I had read about such men — Linnaeus, White of Selbourne, Agassiz, Audubon. I knew the life of Audubon by heart. There was a picture of him in the *Life* I had read when I was about fourteen, and I had my mother cut my shirts low in the neck with wide, rolling collars — just like his. Mother got on very well with the collars; but I had a terrible time with the hair. It grew *up* my neck and stuck out straight from my rolling collar like Horace Greeley's whiskers!

That, to be sure, did not lessen my admiration for Audubon, or deaden my interest in nauralists and natural history. And here, at last, was a real naturalist — the man who had been the first to explore Lake Okeechobee, who had been bitten by centipedes, who had written a book, who had collected turtle eggs for Agassiz, and who had been nearly paralyzed by arsenic, absorbed in his mounting of skins, that he walked with a sort of quick scuff and shuffle!

If anything of the heroic was lacking in his appearance, it was more than made up by that shuffle caused by arsenical poisoning. Arsenic in his very bones! A martyr to science!

He arrived at the Institute, and we had been working together for some time that morning when the old man suddenly exclaimed:-

'You ought to have a lesson in skinning and mounting! Run out into the grove and get me a bird.'

Eager feet brought me quickly back, cuckoo in hand, remarking, expectant of approval:-

'This is the only bad bird I could find.'

'No, no' Professor Jenks protested, 'not a bad bird, but a very useful one, and I shall prove it when I open the gizzard and show you how stuck full it is of caterpillar hairs.'

Meanwhile his deft fingers removed the skin, cut open the body, and took out the gizzard, turned it inside out, and showed me the lining stuffed with thousands of caterpillar hairs.

Only a wizard could have foretold that mystery, only X-ray eyes have seen through that body wall and beheld the plush-like coating of wooly-bear caterpillar hairs. So that is what it is to be a naturalist, a scientist — to know the cuckoo's languid shape, its dreamy call, and the bird's very place in the scheme of creation! Wisdom, indeed, hidden from ordinary mortals!

The caution that came with that lesson has stayed by me to this day. These hairs in the gizzard of my 'bad' cuckoo still stuck into *me*. They also spoiled my lesson in taxidermy, but not quite, for as, out of the mass of rumpled feathers, the long,loose-hung bird shook himself into shape, then hopped in a characteristic pose, with eye cocked aloft for a worm, I was lost in admiration.

When the lesson was done — I had many another later — he turned and, as suddenly as before, asked:-

'Are you going to college?'

Certainly I was, though up to that instant I had scarcely known it, for it is quite impossible to explain how faraway and unreal a place 'college' had been to my thoughts and opportunity. But then and there I was sure I was going to college as I am now sure that I have been to college.

'Well,' said the old naturalist, 'when you get ready to come, let me know.'

And when I got ready to come, I did let him know. I was out of my teens before I could write him that I was ready. But he had not forgotten, and back came his prompt reply on a postal card:-

'Come! you can share my room with me.'

How would you feel? What would you do if a great naturalist should tell you to come to college and share his room in the museum with him? And he should tell you all that on a postal card? Could you believe it? No! Instead of believing it, you would grip that postal card in your hand, and go out alone into the fields, and along your old woods roads, and try to believe that you were you, and that the big solid earth still lay beneath your feet, and that you moved on feet and not on wings. You would hold your breath, open your hand, and, with all the courage of your soul, you would dare to read that postal again. Then you'd whoop like a wild Indian, and bolt away through the bushes until you stopped short somewhere, anywhere, to read that postal again.

It has been many years since that postal came, but the thrill it gave me I feel yet. That was one of the great invitations of my life. And I accepted it.

College was to open three days later. But I was ready. Why should I not be? I had nothig to take but myself — not even money. Money is not a very necessary thing to start college on when you have youth and health — and the offer of an old naturalist who is to share his room with you! But I went to my friends, borrowed twenty-five dollars, lent ten of it to another friend on my way to the station, and landed in Providence, Rhode Island, in time for the opening exercises at Brown University with eight dollars and fifty cents in my pocket!

Plenty! Anybody can begin college on eight dollars and fifty cents — unless he is past twenty-one. I have known many a college student since to begin on less than eight dollars and finish his course in four years, fresh, glad, and strong.

I would do it again. I should like the chance — were the old naturalist and his room to be mine again. And such a room!

'Come in,' he called in answer to my knock that September morning. 'I'm ready for you' — taking my hand. 'We'll keep house together here. That lower shelf is for your books. You can have the stool and this sink shelf for a table. Your clothes can go into the specimen case outside' — and his eyes twinkled through his glasses with humor and the joy of being a boy again.

But the room I was to share! It was the old naturalist's workshop, about eight feet wide by fourteen feet long, built like a big packing box, right in the middle of the main museum hall, with a bookcase, a chair and a stool, a small table, a workbench, in front of the window, a one-burner gas stove, skins, bones, bottles, and walls hung with tools, and a pine board six feet long by two feet wide on brackets against the wall for a bed.

Aladdin and his lamp! Such things, as I say, had happened before — in books I had read. But where were my lamp and genie that such wildest wishes should thus come true to me?

I seized a pair of long stuffers — used in mounting geese and cranes — and pinched myself. The old naturalist watched with beaming face.

'Think it will do?' he asked, taking in the whole room with a rested, happy look.

'Do!' I exclaimed. 'Am I really to have half of all this for four years?'

'Half of it all except the bed. I think perhaps you'll need all of that,' he said, running his eye along the narrow shelf, but seeing me with the same eye, I am now sure.

I looked at the pine board, too. It was exactly six feet long, and exactly twenty-four inches wide. Then I looked at the old naturalist. He was about twenty-four inches through any way you might put the calipers on him. That twenty-four-inch shelf would not hold both of us at the same time by the closest figuring.

'Couldn't we find another board,' I ventured, 'to go against the opposite wall?'

Perhaps he had not been watching me with anxiety, but at my reply his face broke into an all-over smile, which I came to know later was very rare, and he answered heartily:—

'No, no. I haven't slept on that shelf for some time. My children insist upon my sleeping somewhere else than alone here in the empty museum. But you'll enjoy it.'

Did I ever enjoy sounder, sweeter sleep? Sound sleep is a matter of bones, not beds, a matter quite as much of contentment as of covers.

The walls of my chamber were crowded with tools, wires, and the thousand other things of the taxidermist and curator. Skins, skeletons, shells, and alcoholic specimens were on the table, a tassel of tiny rattlesnake tails dangled just above my pillow, while outside my door, in the echoing room of the great museum, hung the articulated skeleton of a human being.

No, that grim presence never disturbed my dreams; neither did the big, spotted panther, crouching in the case next to the skeleton disturb them. Yet, sometimes at night, coming back alone to my room, with the dim moonlight falling through the windowed roof upon the crouching cat and swinging bones, I would quicken my steps and close my door — securely.

But not often, for not often had I any business to be out of my room at night. Here I lived and studied and worked afternoons and evenings with the old naturalist. I would get us a simple lunch over the small gas stove by the sink, and then at night he and I would go out for dinner together, especially when there was a job to finish, some bird or beast to mount, and returning, we would work and talk the evening away.

And here, as we worked, the old naturalist would talk — wiring delicate bones of some small skeleton together, or flipping the feathers of some bird into shape, while his stories of turtle eggs and panthers and snakes and alligators, of men and of the ends of the earth, went on.

He was a museum-maker. During the latter half of the last century he had ransacked every wild corner of this continent, bringing back a museumful of skins and mounted specimens, but more stories than specimens. Stories, the more's the pity, were not in his line. No museum has had a section, or even a glass case, for stories. Life was adventure to him and he simply took the adventure for granted. It was the birds and the animals he was after, not how he got them, not what he went through to get them.

He was a teacher, not a story-teller, and seldom spoke in a reminiscent vein. He was not without imagination, and had really a great narrative gift, but has never counted the cost to himself of his expeditions, either of effort, of time, of money, or of danger, so he could see no human value to others in his adventures, amd seldom could be led to talk about himself.

Three of my stories are of his telling: 'The Panther in the Pulpit,' 'The Gator Hole', and 'The Whir of the Rattlers'. A fourth, 'Turtle Eggs for Agassiz,' published in the *Atlantic*, is also his. They are not as he told them, for I was not wise enough, then and there, to write them down. And so, if I have put words into his mouth that he never uttered, it is only to give form to the story whose substance or suggestions came largely from him.

## HON. ISAAC THOMPSON 1746-1819

The Honorable Isaac Thompson was one of the prominent citizens of his time. He was a member of the constitutional Convention to Adopt the Constitution of the United States, together with another prominent citizen of Middleboro, the Rev. Isaac Backus.

In the records of the First Church in Middleboro, it is said of him: He was a man of great usefulness in the church and in the Commonwealth. He was thirty-three years a member of the church, a selectman of the town, and for many years was a representative from Middleboro to the General Court of the Province of the Massachusetts Bay. He was esteemed an honest man and well approved, was prompt and punctual at meeting and an intellegent and active Christian.

* * *

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1. See 'Turtle Eggs for Agassiz.' in the *Atlantic* for February 1910. — Editor.
From: *The Atlantic Monthly*, pp. 704-707, June 1935.

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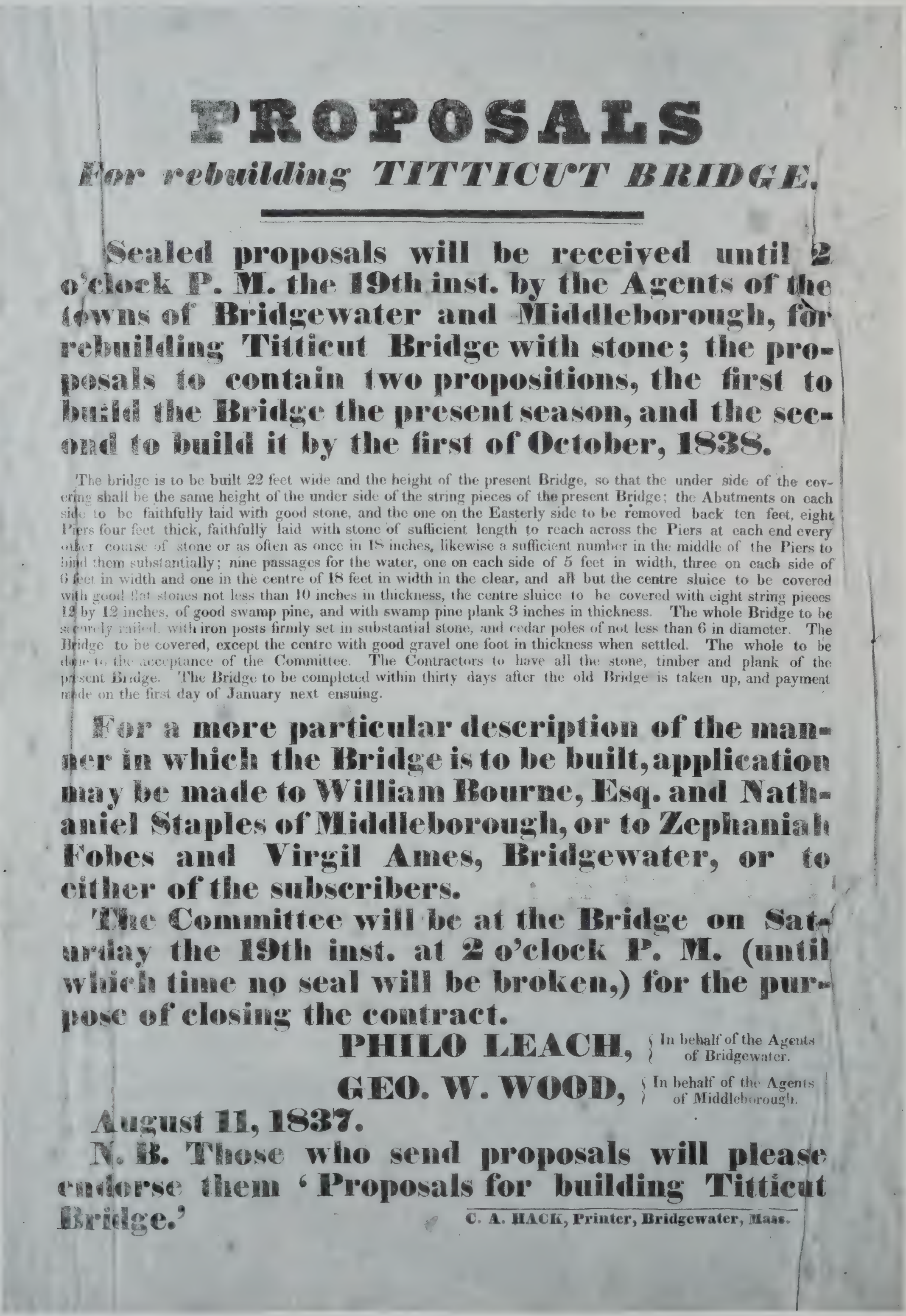


# PROPOSALS

## *For rebuilding TITTICUT BRIDGE.*

**Sealed proposals will be received until 2 o'clock P. M. the 19th inst. by the Agents of the towns of Bridgewater and Middleborough, for rebuilding Titticut Bridge with stone; the proposals to contain two propositions, the first to build the Bridge the present season, and the second to build it by the first of October, 1838.**

The bridge is to be built 22 feet wide and the height of the present Bridge, so that the under side of the covering shall be the same height of the under side of the string pieces of the present Bridge; the Abutments on each side to be faithfully laid with good stone, and the one on the Easterly side to be removed back ten feet, eight Piers four feet thick, faithfully laid with stone of sufficient length to reach across the Piers at each end every other course of stone or as often as once in 18 inches, likewise a sufficient number in the middle of the Piers to bind them substantially; nine passages for the water, one on each side of 5 feet in width, three on each side of 6 feet in width and one in the centre of 18 feet in width in the clear, and all but the centre sluice to be covered with good flat stones not less than 10 inches in thickness, the centre sluice to be covered with eight string pieces 12 by 12 inches, of good swamp pine, and with swamp pine plank 3 inches in thickness. The whole Bridge to be securely railed, with iron posts firmly set in substantial stone, and cedar poles of not less than 6 in diameter. The Bridge to be covered, except the centre with good gravel one foot in thickness when settled. The whole to be done to the acceptance of the Committee. The Contractors to have all the stone, timber and plank of the present Bridge. The Bridge to be completed within thirty days after the old Bridge is taken up, and payment made on the first day of January next ensuing.

**For a more particular description of the manner in which the Bridge is to be built, application may be made to William Bourne, Esq. and Nathaniel Staples of Middleborough, or to Zephaniah Fobes and Virgil Ames, Bridgewater, or to either of the subscribers.**

**The Committee will be at the Bridge on Saturday the 19th inst. at 2 o'clock P. M. (until which time no seal will be broken,) for the purpose of closing the contract.**

**PHILO LEACH,** { In behalf of the Agents of Bridgewater.

**GEO. W. WOOD,** { In behalf of the Agents of Middleborough.

**August 11, 1837.**

**N. B. Those who send proposals will please endorse them 'Proposals for building Titticut Bridge.'**

C. A. HACK, Printer, Bridgewater, Mass.

## LOTTERIES

In these days of gambling casinos and state lotteries, it is interesting to note that lotteries were not unknown in the early days of our country and in Middleboro in particular. One lottery was held to help pay for the rebuilding of the Titicut Bridge in North Middleboro, as related in the following newspaper article from an early newspaper:

## OLD LOTTERIES ARE RECALLED

The referenda on the State election ballot this year relative to a State lottery brings thoughts of two lotteries in Middleboro in the past. One was in 1775. Its purpose was to build a bridge between Middleboro and Bridgewater. It was to replace the so-called Titicut Bridge, which had fallen into bad repair. Another lottery was proposed in 1784 in Middleboro to raise a fund to support a minister in the town.

Relative to the bridge, the General Court of the province in 1775 received a petition from Ephraim Keith, agent for the town of Middleboro, describing the need of a bridge, the difficulty in raising money for it and an appeal that the General Court approve a lottery for the purpose.

The General Court decided the bridge would be of advantage to both Middleboro and Bridgewater as well as to other communities in Plymouth and Bristol counties.

The legislation proceeded and on June 10, 1775, the House of Representatives, the governor's council, and the governor concurred and signed for setting up the lottery to build the bridge.

Samuel White of Taunton, Israel Washburn of Raynham, Ephraim Keith and James Keith of Bridgewater and David Alden of Middleboro were empowered to set up the lottery. It allowed them to take 10 per cent from each of the prizes awarded up to the amount of 290 pounds of "lawful money" and no more.

These men were designated by the governor and his associates to be managers of the lottery, empowered to make rules for its operation and sworn to a faithful discharge of the trust. Their instructions further emphasized that the managers of the lottery "are answerable to the owners of the tickets in the case of misconduct or a deficiency." Also that if "more than sufficient" after paying for the bridge and for the lottery prizes remained, that money should be turned over to the town treasurer, placed at interest and used for future bridge repairs.

Nearly a year goes by. It is the next April. Things have not gone so well with the Middleboro lottery. Ephraim Keith, agent of Middleboro in the plan, for himself and in behalf of the men who were named managers, reported they had been able to sell only half of the tickets which were authorized. They asked that the Legislature consider and determine a solution.

The Legislature gave ear to the troubles of the Middleboro lottery. They learned the conditions and concurred in the view of the managers that a new plan should be arranged.

They changed the planned prizes in view of the lessened receipts, so the top prize was 125 pounds, followed by three of 40 pounds, three of 25 pounds, and 630 for one pound, a total of 1450 pounds.

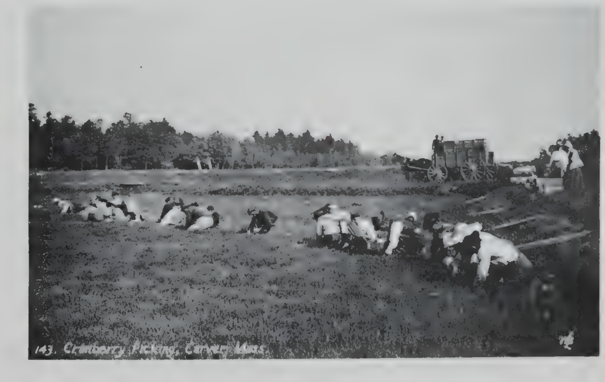
The governor and his councilors gave agreement to the plan. The lottery was settled up, the prizes paid and the 10 percent of the prize money was withheld to pay for the bridge.

It was during the ministry of Rev. Solomon Reed at the Titicut Parish church. He was called as pastor for 60 pounds of "lawful money" for his annual pay. He came in 1756 and remained pastor until he died in 1785.

In 1779, money had depreciated so badly that he was voted 1000 pounds as his salary for the year, that amount being equal to the 60 pounds agreed on when he first came to the church.

Evidently conditions did not improve as the years passed, as in 1784 the church voted to petition the great and General Court for authority to consider a lottery, "to raise a fund to support a minister in the parish."

It is not recorded locally what became of that plan as far as can be learned.


143. Cranberry Picking, Carver, Mass.

## PICKING CRANBERRIES THE OLD FASHIONED WAY

Until mechanical pickers were invented, cranberries were picked by workers crawling across the bog on their knees, picking the cranberries with the old-fashioned hand-scoop.

# TWIGS & BRANCHES
of
Olde Middleborough
in
Plymouth County
Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

Middleborough's First Church at the Green was organized on the 26th day of December in 1694 or new style dating on the 6th of January. The members who first started the First Church were the pastor the Rev. Samuel Fuller and his wife Elizabeth, John Bennett and wife Deborah, Jonathan and Mary Morse, Abiel Wood and wife Abigail, Jacob Thompson and his wife Abigail, Ebenezer and Elizabeth Tinkham, Samuel Wood, Isaac Billington, son of the infamous Francis Billington, Samuel Eaton, Samuel Cuthbert, John Cobb Jr., Weibrah Bumpas, Hester Tinkham and the widow Deborah Barden.

Some of the early deacons were John Bennett, Ebenezer Finney, Samuel Barrows, Ephraim Wood, Benjamin Tucker, Gershom Cobb, Benjamin Thomas, Ichabod Morton, Abner Bourne, Joshua Eddy, Perez Thomas, Calvin Tillson, Samuel Sampson, James Sproat, John Freeman, Horatio G. Wood, Nathan Bassett, Ephriam Wood and Jonathan Cobb. Some of these men have descendants still living in the Middleborough area.

Other churches were formed at various times within the confines of Middleborough. Later as new towns were formed Middleborough did its part . . . as in the case of Halifax . . . to assist in the original establishment of the new church by dismissing members for that purpose who wished to move to the new location.

Anyone interested in the early history of a certain family can often get assistance from the old church and cemetery records. And too, this establishment of the sister churches will also assist in the historical background of an area. Growth of a church, just as it does today, reflects the growth of a community. It is a good way to learn some history. In New England the earliest churches were usually Congregational with the Baptist and Methodists being established later. The Presbyterian churches were the usual choice of a Scotch or Scotch Irish settlement and not as popular so many of them did not build a church edifice at first but held religious meetings in the homes of the church members. Middleborough does not seem to have ever had any Presbyterian church, although the Methodists and Baptists established churches quite early.

The town of Halifax, Massachusetts was incorporated [illegible] July 1734 (new style). The town was formed from parts of [illegible] town of Middleborough, Pembroke and Plympton. It was not until 20 February 1834 that a part of the town of Bridgewater was annexed to Halifax.

On the 13th of October in 1734 some nineteen persons were dismissed from the First Church of Middleborough . . . known as the Church at the Green . . . to form a church at Halifax. The following named persons were those who became the nucleus of the church at Halifax.

Hannah Fuller
Abigail Tinkham
Elizabeth Thompson
Lidea Cobb
Isaac Tinkham
Timothy Wood
John Drew Jr.
Phebe Standish
Elizabeth Fuller
Mary Thompson, Sr.
Sarah Drew
Ebenezer Fuller
Thomas Thompson
Icabod Standish
Mary Wood
Mary Thompson
Elizabeth Drew
John Fuller
Ebenezer Cobb

The first pastor for this new church was the Rev. John Cotton.

Who were these people who formed a neighboring church? John and Ebenezer Fuller were brothers, sons of John and Mercy Nelson Fuller. John's wife was Hannah Thomas and Ebenezer had married Elizabeth Short. Ebenezer Cobb and Lydia were husband and wife. Thomas Thompson was the son of John from England and he married Mary Morton, daughter of John Morton. Abigail (Wood) Tinkham is listed in error in the dismissals as Abijah Tinkham. She is wife of Isaac Tinkham and daughter of Abiel Wood. Timothy Wood and his wife Mary, also John Drew and his wife Sarah. Along with them went Ichabod and Phebe Standish. Elizabeth Drew the daughter of Isaac Billington according to the dismissals is not further identified but presumably married a Drew.

Middleborough starting as it did as early as 1669 was an old town in years by the time the neighbor town of Halifax came into being. It is interesting that our forefathers recognized the significance of establishing a house of worship early in the settlement of the towns. In fact in most instances land was set aside when the lots were first drawn or partitioned off for the 'meeting house' and frequently land was also set off for the glebe house or parsonage. Schools in the earliest days were taught usually in a private home, then came the dame schools and later the separate buildings as we know them today. The early settlers also established a cemetery within the town's boundary. Frequently in our New England states this was set aside at the assigning of house lots. Often times it was nearby or annexed to the church property. As time went on an affulent townsman might donate additional land for a cemetery and sometimes . . . so tradition tells us . . . it was on a hill simply because the land was not easily tillable and consequently of little monetary value to the giver.

Stonewalls are a familiar sight to the New Englander if he makes excursions into the country. Most of them today are far from complete and it would be difficult to establish land boundaries from them. However that was the primary purpose and the stonewall identified the perimeter of the five acres deeded to son John or the pasture left to William. It was also the way to clear the land and have it satisfactory for planting.

Frequently as in the case of Halifax, the husbands and wives left the mother church to make their home in another town and were the original members of the new church.

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## THE RICHMOND FAMILY

*Courtesy of Warren K. Richmond.*

### FIRST GENERATION

JOHN RICHMOND, the emigrant, was born in 1594; he came to America from Ashton Keynes Wiltshire, England. He probably left England about 1635, and was one of the purchasers of Taunton in 1637. Undoubtedly he was married before he came to this country, but neither the name of his wife, the date of their marriage, nor the date of her death has been found.

He was away from Taunton much of his life, — through the records he is known to have been at Newport and other places, — but he returned to Taunton and died there March 20, 1664, aged seventy.

*Children*:

John, born about 1627.
Edward, born about 1632.
Sarah, born about 1638.
Mary, born about 1639.

John Richmond was one of the Commissioners, for Newport, of the Court of Commissioners, held at Portsmouth in 1656. He owned six shares in the original purchase of Taunton in 1637.

John Richmond was one of the older men of the settlement of Taunton. His name does not appear in the list of males (able to bear arms) in 1643: he was in Rhode Island in 1655, and it is possible that he was there at that time or in England. He took the oath of fidelity in Taunton before 1640. The family were large landowners in the easterly part of the town, and gave to a village in that section the name of Richmondtown, which it still bears.

### SECOND GENERATION

JOHN RICHMOND$^{2}$, son of John$^{1}$ was born about 1627, before his father came to this country. He married Abigail Rogers, daughter of John Rogers of Duxbury, born in 1641. He died October 7, 1715 aged eighty-eight, and she, August 1, 1727, aged eighty-six. Both are buried in Taunton, Mass.

*Children*:

Mary, born June 2, 1654, in Bridgewater.
John, born June 6, 1656, in Bridgewater; killed Sept. 20, 1672, by the upsetting of a cart.
Thomas, born Feb. 2, 1659, in Newport, R. I.; died unmarried, in Middleboro, Dec. 14, 1705.
Susanna, born Nov. 4, 1661, in Bridgewater.
Joseph, born Dec. 8, 1663, in Taunton.
Edward, born Feb. 8, 1665, in Taunton.
Samuel, born Sept. 23, 1668 in Taunton.
Sarah, born Feb. 26, 1671, in Taunton.
John, born Dec. 5, 1673, in Taunton.
Ebenezer, born May 12, 1676, in Newport, R. I.
Abigail, born Feb. 26, 1679, in Newport, R. I.

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That Thomas died unmarried is shown by a deed from James Reed of Middleboro, and Susanna, his wife, dated December 20, 1705, to Edward Richmond of Taunton, of all rights, &c., in the estate of "our brother Thomas," late of Taunton, deceased; the deed was proved April 16, 1706; also by deed from John of Taunton, dated and acknowledged February 7, 1705-6, to sons Edward of Taunton, and Ebenezer of Plymouth, of the land "my son Thomas lived on."

John Richmond$^{2}$, on March 21, 1712-13, and July 16, 1713, conveyed land to his son Edward.

John Richmond$^{2}$ and James Walker were appointed to buy land of Indians, 1672. He was of Town Council Feb. 29, 1675-6, also 1690. There is a deed of John Richmond$^{2}$ conveying to his son John, for 400 pounds his house-lot and dwelling-house, "where he now dwells," and various lots of land. O Sept. 28, 1671, Wm. Brenton, Jas. Walker, Wm. Harvey, Walte Deane and John Richmond bought land from Philip and his head men; the tract included Taunton, of which the purchasers were already in possession. Oct. 1, 1672 there was another sale to the same parties.

He was constable, member of the Town Council, Commissioner and Surveyor. His residence at "Neck of Land" was about three-quarters of a mile from the "Green" or Center. He and his wife are buried there.

He was a distributor, in March, 1677, of 10 pounds, being Taunton's apportionment of 363.3 Pounds. "Irish Charity," sent from Dublin, Ireland, in 1676, "to distressed sufferers" by King Philip's War, and apportioned among the people of forty-seven towns. John Richmond$^{2}$ was a member of every important committee in Taunton for the purchase, division and settlement of land and other matters of public interest. He was interested in several extensive purchases of land from the Indians in both Mass. and R. I. Concerning one purchase for the town of Taunton is the following record: "On 25th May 1680, Town voted to accept what the committee had done, &c. concerning settlement of our lands" John Richmond$^{2}$ took his share "on rights that was his father's and on rights that was Mr. Francis Doubty's (Doughty)."

"RICHMOND FAMILY"
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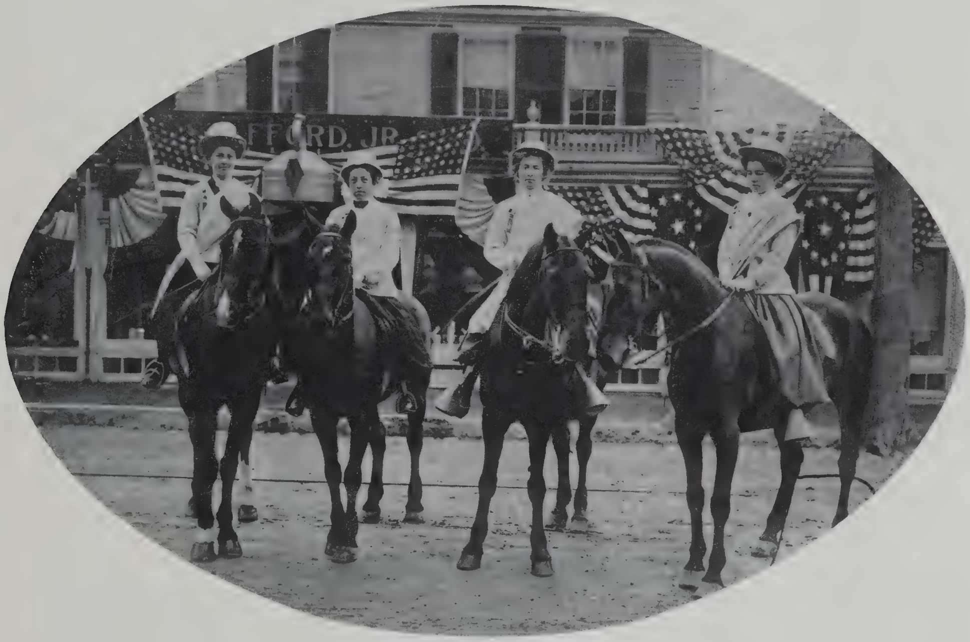

**FOURTH OF JULY PARADE**

Edith Cushing Macaffee  Mertie Philbrook Romaine
Madeline Smith Alger  Gladys Shockley Thatcher

April 26, 1909

In the years between 1910 and 1915 there was seldom a parade in Middleboro that was not headed by the four young ladies above. It was a period when horseback riding was very popular. At Fourth of July parades — and in those years the town presented an elaborate parade each year — the four riders were mounted on white horses and dressed in red, white and blue costumes.

This particular parade was a joint celebration of the 90th anniversary of the Independent Order of Odd Fellows and the 25th birthday of the local lodge, No. 135, I.O.O.F. Matthew Cushing was chief marshal and the parade was reviewed from the balcony of the Nemasket House on North Main Street. Various organizations served a dinner, all tickets fifty cents.

The store in the background on South Main Street sold tea and coffee, operated by Edgar H. Stafford, Jr., located in the building that was once a Thatcher family homestead, now converted into stores.

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# TWIGS & BRANCHES
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in
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Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

For a long period the manufacturing of almost every product . . . shoes, clothing, furniture, dishes, glassware and the like was done in the homes. Much of it was what was known as piece work, that is, the worker was paid for the number of individual pieces he completed. It could be thread ends tied, tags strung, a certain amount of hand sewing, sorting of materials or items. In fact almost every operation that was performed was included. As motorization of manufacturing increased and become the way of life, these hand operations in private homes decreased and factories were built. It was, however, a long time before all operations were done within the factories.

The next step was to bring in workers from outside the immediate area and these workers started at sun-up and worked until dusk. It was not the eight-hour day of later years but a day of ten or twelve hours, sometimes even more.

These long hours presented a problem and it was not possible for the worker from a distance to get to and from work (since in most instances he had to walk the distance) easily. This brought about the establishment of what were called boarding houses and/or rooming houses. Usually selected within easy walking distance of the factory or manufacturing plant an enterprising housewife would as the expression went "take boarders" who would be persons working in the nearby factory who lived out of town. Frequently there be ten to twenty or twenty-five persons seated around a big table. In fact the size of the table the room would accommodate frequently governed the number of boarders who ate at that particular boarding house. Sometimes there would be two sittings or in some instances it was a case of first come first served and the person who arrived after the start of the meal would wait until a boarder had finished his meal and then take his place at the table.

Most boarding houses charged by the week and the price you paid depended on how many meals you were scheduled to eat there, . . . breakfast, dinner and supper. Dinner . . . the heavy meal was for many years served at noon in New England. But frequently a factory worker . . . if he could not traverse the distance from the factory to the boarding house, eat his meal and return to the factory . . . all within an hour's time would usually settle for a lunch box or bucket dinner. A metal pail or box . . . frequently with a flat piece inserted to separate the pail or box into sections would hold the equivalent in that day and age of a full course meal. Steam pipes and the engine room of a plant (if you were on good terms with the plant engineer) would have ingenious arrangements of shelves or racks to hold the dinner pails or lunch boxes in order to keep food at least reasonably hot. The dinner pails came first and the lunch boxes with less hot foods came later.

Some of the boarding houses employed boys (and women) to take big baskets of food to the factory for distribution. Usually this was a pre-arrangement with the individual person and the boarding house where he got his meals. The modern-day canteen or take-ten van is the counterpart of the accommodation established by the boarding house.

I'm sure all New Englanders, at least, have heard and probably used (if you are of the older generation and can remember back to the early 1900's) the expression "boarding-house reach" . . . for the uninitiated this was the extra long arm that was needed to reach that family-style platter of meat or the butter or the bread (often called the riser) half-way down the table.

These same workers of course . . . besides needing the three square meals a day often needed sleeping accommodations as well. Known by the name of "rooming house" this usually was a separate accommodation from the boarding house. But not always. The smaller homes might be able to offer board and room to a few people . . . probably six or eight at the most. But the average rooming house was designed to accommodate much larger groups . . . possibly as many as twenty or more persons. Actually they were forerunners of the modern hotel and/or motel. Rented by the week the roomers slept in one place and had their meals at the boarding house . . . usually as close by as could be arranged.

As always happens, the quality of the food and the ability to make a good pie or pudding was the attraction offered by the individual boarding house mistress that kept her table full at all times. Sometimes there were other persons at the boarding house than the factory workers . . . such as a local school teacher. But more often the teachers stayed with individual families. In fact . . . it was often an arrangement in the real early days that furnishing board and room to the school teacher was considered as part payment of her salary.

The 1867 Plymouth County Directory lists a Sylvanus Morse who ran a boarding house at the corner of School and Pierce streets. There were others but a careful check of all the early directories would have to be made in order to locate some of the owners and operators of the boarding and rooming houses. There was one on Bedford Street near the Plymouth Street intersection but the exact dates of operation are not known. Judging from location it is most likely that this boarding house accommodated workers in the Titicut section of town with the improvement and advancement of transportation the boarding houses, for the most part, became a thing of the past. Labor laws were enforced and the working days shortened so that workers living outside the area travelled back and forth easily and the hotels and restaurants began to replace the old-style rooming house and boarding houses.

MIDDLEBOROUGH ANTIQUARIAN
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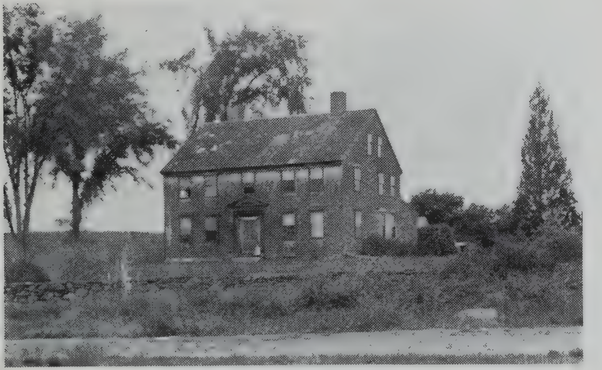
## THE BOOMER FAMILY

*Courtesy of* LAURIST REYNOLDS

Benjamin Loring Boomer was an early resident and business man of Middleboro. Before coming to Middleboro, Mr. Boomer enlisted in the U.S. Engineer Corps and was sent to West Point. Here he received training before entering the Mexican War. After the war, Mr. Boomer followed the sea, and it was during this time that he experienced a most unusual event. It is not explained where this young negro came from, but one day at sea Mr. Boomer found him swimming far from land. He rescued him and brought him home to Middleboro. The boy followed the sea with Mr. Boomer for several years. Mr. Boomer discovered he was an unusually bright young man and was instrumental in having him entered in Peirce Academy in Middleboro, where the principal, Professor John Whipple Potter Jenks, declared him to "surpass every one of the hundreds of students in both rapidity of advancement and accuracy of scholarship."

The young man went on to become Dr. William H. Crogman, professor at Clark University, Atlanta, Georgia, and was rated among the first four, if not at the very head, of the colored race.

In 1901, a descendant of the Boomer family erected a monument in Oak Grove Cemetery, Fall River, to the memory of Sergeant Ephraim Boomer and his wife, Abigail Crocker Boomer, John L. T. Boomer. Sergeant Boomer served in the Revolutionary War and was the last survivor in Fall River, being ninety-four years of age at the time of his death. His wife, Abigail Crocker Boomer, lived to over one hundred years of age.



**RITCHIE HOUSE**

Plymouth Street, opposite Nemasket Hill Cemetery. Occupied by John Ritchie, Capt. Elisha Waterman, and Benjamine L. Boomer, previous to 1895.

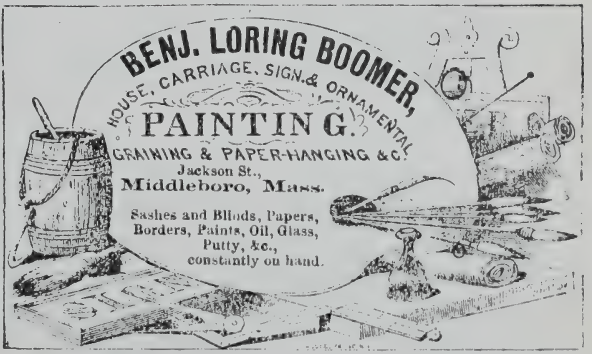
The family was a long lived one. Mrs. Benjamin L. Boomer was the daughter of Captain Elisha Waterman who occupied the house known as the Ritchie house on Plymouth Street, opposite Nemasket Hill Cemetery in Middleboro. Some historians credit the building of the house to John Ritchie, but the older generation believe the house was built by Nathaniel Russell of Plymouth, Proprietor of the Russell Mills in that town, who hoped to acquire property at the Muttock dam. The deal fell through and Mr. Russell deeded the house to his brother-in-law, John Ritchie. Mr. Ritchie raised a particular brand of sheep. After his death the house was unoccupied for long periods of time. It gained the reputation of being haunted, but some of the bolder ones of the neighborhood investigated and found that sheep had made their way to the upper story and the ghost-like white faces of the sheep appeared at the windows.

Captain Elisha Waterman finally occupied the home, as did his son-in-law, Benjamin Loring Boomer and his wife, Rebecca (Waterman) Boomer. The house came to be known as the "Boomer Place." Several years ago the house was destroyed by fire.

Benjamin Loring Boomer died in 1895 and in buried at Nemasket Hill Cemetery as are three of his brothers who served in the Civil War. His wife, Rebecca, lived to be eighty-five years of age. She had removed to Campello, Massachusetts, and became a prominent member of the Daughters of the American Revolution. She founded the Deborah Sampson Chapter in Brockton, Massachusetts and served as its honorary regent. She died in October of 1921.

A son of Captain Elisha Waterman married Julia Churchill of Middleboro. Mrs. James H. Waterman greeted guests on her 99th birthday at the home of her daughter, Mary Cay on Spring Street in Middleboro. Newspaper accounts report that on the occasion Mrs. Waterman "tripped lightly down the stairs to greet her guests." She spent most of her life in Middleboro, her father Asaph Churchhill, having been head farmer for General Abiel Washburn at Muttock. Mrs. Waterman died not long after her 99th birthday.

Mrs. Waterman's mother, Mrs. Rhoda Churchill, outdid them all and lived to celebrate her 104th birthday. The celebration was held in the same old homestead on Spring Street where her daughter, Julia Waterman, Observed her 99th birthday. Mrs. Churchill was born in Bridgewater but came to Middleboro with her parents when very young and lived here for one hundred years.



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Advertisement of Benjamin Loring Boomer when he operated a house, carriage, sign, and ornamental painting business on Jackson Street, ca 1855

## GENEALOGICAL INFORMATION

Many persons living in California, Oregon, and other far distant points subscribe to the Middleborough Antiquarian with the hope they may find some genealogical information that will help them trace their family history. It is dIsappointing that we have so little of this kind of information to offer. If any readers have their family history of a feasible length to be included in the Antiquarian we would be happy to publish it hoping that some reader will gain valuable information to help them trace their family roots.

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## TRANSLATION OF A DOCUMENT FOR HATHAWAY ACRES

*by* William B. Taylor

In possession of the Trustees of Pratt Free School are several historical records, pictures, account books, school records and documents. One of the most valuable documents is the original deed by "Praying Indian", James Thomas, selling some 50 acres off Pleasant Street in North Middleboro to Paul Hathaway in 1749. Included in this tract of land is a large, two-story house, which until 1975, was occupied by two generations of the Allan family.

One of the original Hathaway houses, this house is now the home of the David Anderson family. Another of the early Hathaway homes is the house of the James Wylie family, next door. The Hathaway's ran a successful farm during the late 1700's and on into the early 1800's.

This sale of land was made by the same James Thomsa, who gave 5 acres of land in 1750 to Titicut Parish. This gift was part of a donation by three "Praying Indians" specifically giving 38¾ acres of land to Titicut Parish for a meeting house (church), burying place (old section of cemetery), training field (green), parsonage, and including lands used for Pratt Free School and several nearby houses. This donation of land was given as follows:

| | |
|---|---|
| James Thomas | 5 acres |
| Stephen David | 18¾ acres |
| Job Ahanton | 15 acres |
| Total grant | 38¾ acres |

At least one of these "Praying Indians" was buried in the old section of Titicut Parish Cemetery. A monument was erected in memory of these friendly Indians. See Fig. -1.

Deciphering this deed has presented somewhat of a challenge, due to the old style handwritring, abbreviations, lack of punctuation and age of this document. The following is as exact a copy of the original deed as possible. See Fig. #2.

Know All Men by these presents That I James Thomas Indian Planter at a Place called Titicut in Middleborough in the County of Plymouth in New England By virtue of the Power and Authority to me granted by the General Court of the Province of the Massachusetts Bay in New England aforesaid In June last past for making Sale of Some of my lands at Titicut aforesaid for paying my just Debts with the advice and Consent of the Guardians over me appointed ye by ye Said General Court For and in Consideration of the Sum of Five hundred and Seventy five pounds old Tenor to me in hand paid by Paul Hathaway of Middleborough aforesaid yeoman for the use aforesaid Have granted Bargained Sold and By these presents and with the advice and alowance of the Said Guardians hereto testified, Give grant bargain Sell convey and confirm unto him the Said Paul Hathaway his heirs and assigns forever a certain Tract of Land at Said Titicut Containing Fifty Acres Bounded as followeth begining at a Stake and heap of Stones Standing On the great Plain before the English Meeting House On the Easterly Side of the Road that leads from Said Meeting House to Esquire Whites, from thence runing East Sixteen Degrees South One hundred and twenty Six Rods partly by My Other Lands and partly by the Lands of Hannah Robbin to a Stake and heap of Stones Standing in the Side Range of Joseph Pratt Land from thence runing South Sixteen Degrees West in Said Pratt Range Sixty Nine Rods and an half to a Stake and heap of Stones, Thence West Sixteen Degrees north ninety nine Rods to a Stake and heap of Stones by the Road, thence north about nine Degrees West as the Road is laid out Sixty Seven Rods to a Stake and Stones, thence north twenty five Degrees East Ten Rods to the bounds first mentioned To Have And To Hold The Said granted and bargained premises with all the appurtenances thereof unto him the Said Paul Hathaway his heirs and assigns forever to his and their intire use benefit and behoof forever with firm and Ample Warrent against the Lawful Claims of any Persons whomsoever. In Witness whereof I the Said James Thomas have hereunto Sett my hand and Seal and the Said Guardians in Testimony of their advise and Consent have hereunto Subscribed their names this first Day of September Anno Domini 1749 and in the twenty third year of his Majesty's Reign. James Thomas

Signed Sealed and delivered
In the presence of
William Hudson
Joseph Orcutt

Jn. Cushing
Josiah Edson, jr.
Guardians aforesaid

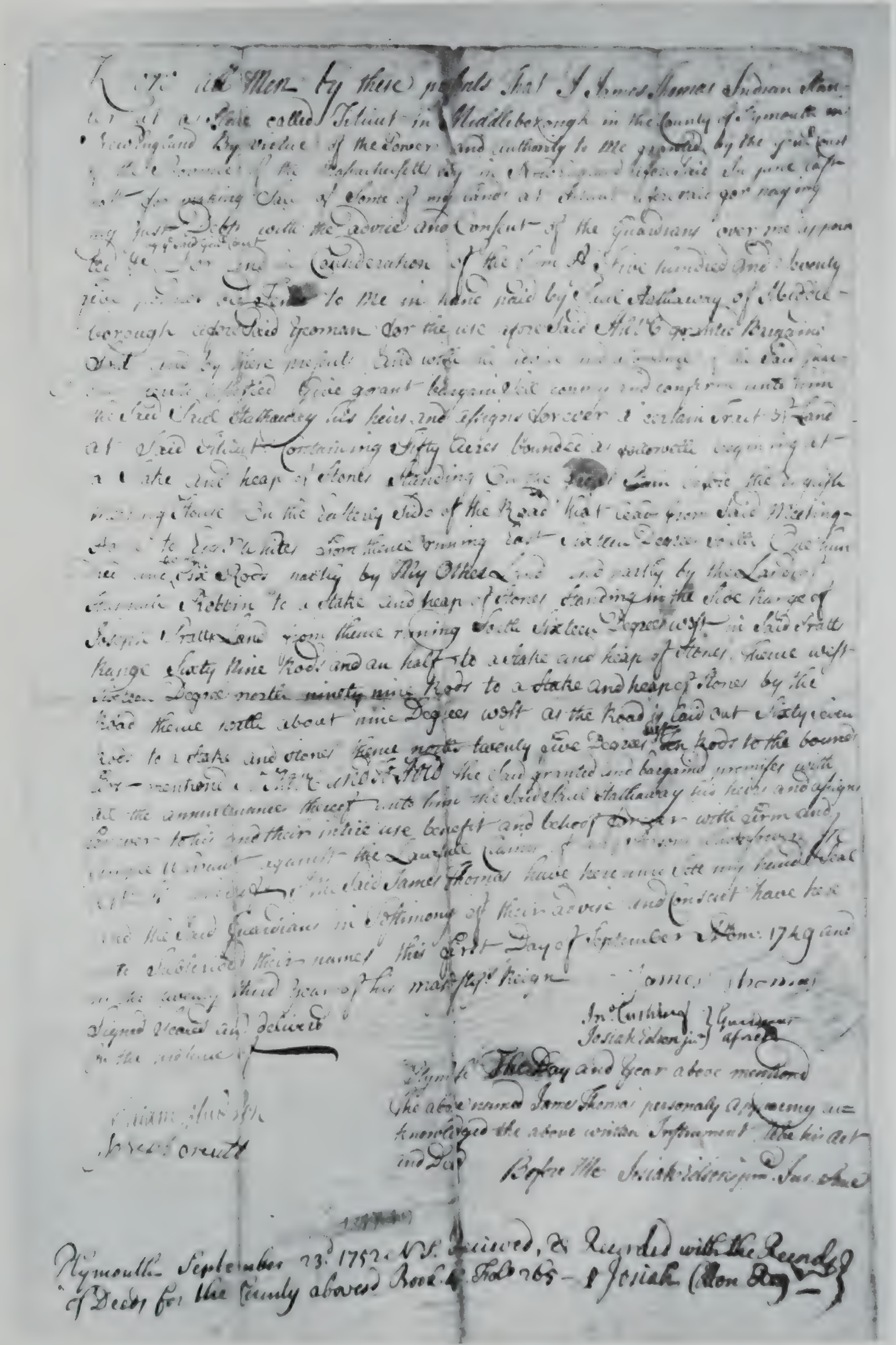
Plymouth: The Day and Year above mentioned The above named James Thomas personaly appearing acknowledged the above written Instrument to be his Act and Deed

Before Me Josiah Edson, junior,
Justice Peace

Sep Eng: 1749

Plymouth: September 23, 1752 NP. Received, and Recorded with the Records of Deeds for the County aboves Book.4:Folio 265 —

I Josiah Cotton
Registrar



[illegible] all Men by these presents That I James Thomas Indian Man
[illegible] at a Place called Titiut in Middleborough in the County of Plymouth in
New England By virtue of the Power and authority to me granted by the great and
[illegible] Court of the Massachusetts Bay in New England aforesaid [illegible]
[illegible] for making Sale of Some of my Lands at Titiut aforesaid for paying
my just Debts with the advice and Consent of the Guardians over me appoin
ted by s$^{d}$ gen$^{l}$ Court For and in Consideration of the Sum of Five hundred and twenty
five pounds [illegible] to me in hand paid by Paul Hathaway of Middle-
borough aforesaid yeoman for the use aforesaid Have granted Bargained
Sold and by these presents and with the advice and consent of the said guar-
[illegible] quit [illegible] Give grant bargain sell convey and confirm unto him
the said Paul Hathaway his heirs and assigns forever a certain tract of Land
at said Titiut Containing fifty acres bounded as followeth beginning at
a stake and heap of stones standing on the [illegible] the [illegible]
[illegible] my House on the Easterly side of the Road that leads from said Meeting-
House to [illegible] from thence running East sixteen Degrees South One hun
dred and Sixty Rods partly by My Other Land and partly by the Land of
Hannah Robbin to a stake and heap of stones standing in the side range of
Joseph Pratt and from thence running South sixteen Degrees west in said Pratt
Range Sixty Nine Rods and an half to a stake and heap of stones thence west
sixteen Degrees north ~~ninety nine~~ Rods to a stake and heap of stones by the
Road thence north about nine Degrees west as the Road is laid out Sixty seven
Rods to a stake and stones thence north twenty five Degrees fifty ~~ten~~ Rods to the bounds
first mentioned To Have and To Hold the said granted and bargained premises with
all the appurtenances thereof unto him the said Paul Hathaway his heirs and assigns
forever to his and their intire use benefit and behoof forever with firm and
[illegible] Warrant against the Lawful Claims of any person whatsoever In
witness whereof I the said James Thomas have hereunto set my hand and seal
and the said Guardians in Testimony of their advice and consent have here
to subscribed their names this First Day of September Anno Dom: 1749 and
in the twenty third year of his majesty's Reign James Thomas

Jn$^{o}$ Cushing } Guardians
Josiah Edson jun$^{r}$ } afores$^{d}$

Signed Sealed and delivered
in the presence of

[illegible]
[illegible] Orcutt

Plym$^{o}$ ss The Day and Year above mentioned
The above named James Thomas personally appearing ac=
knowledged the above written Instrument to be his Act
and Deed Before Me Josiah Edson jun$^{r}$ Jus. Peace

Plymouth September 23$^{d}$ 1752 N.S. Received & Recorded with the Records
of Deeds for the County aforesaid Book [illegible] Folio 265 — p Josiah Edson Reg$^{r}$

Photo of original deed by James Thomas, selling 50 acres of land to Paul Hathaway in September 1749.

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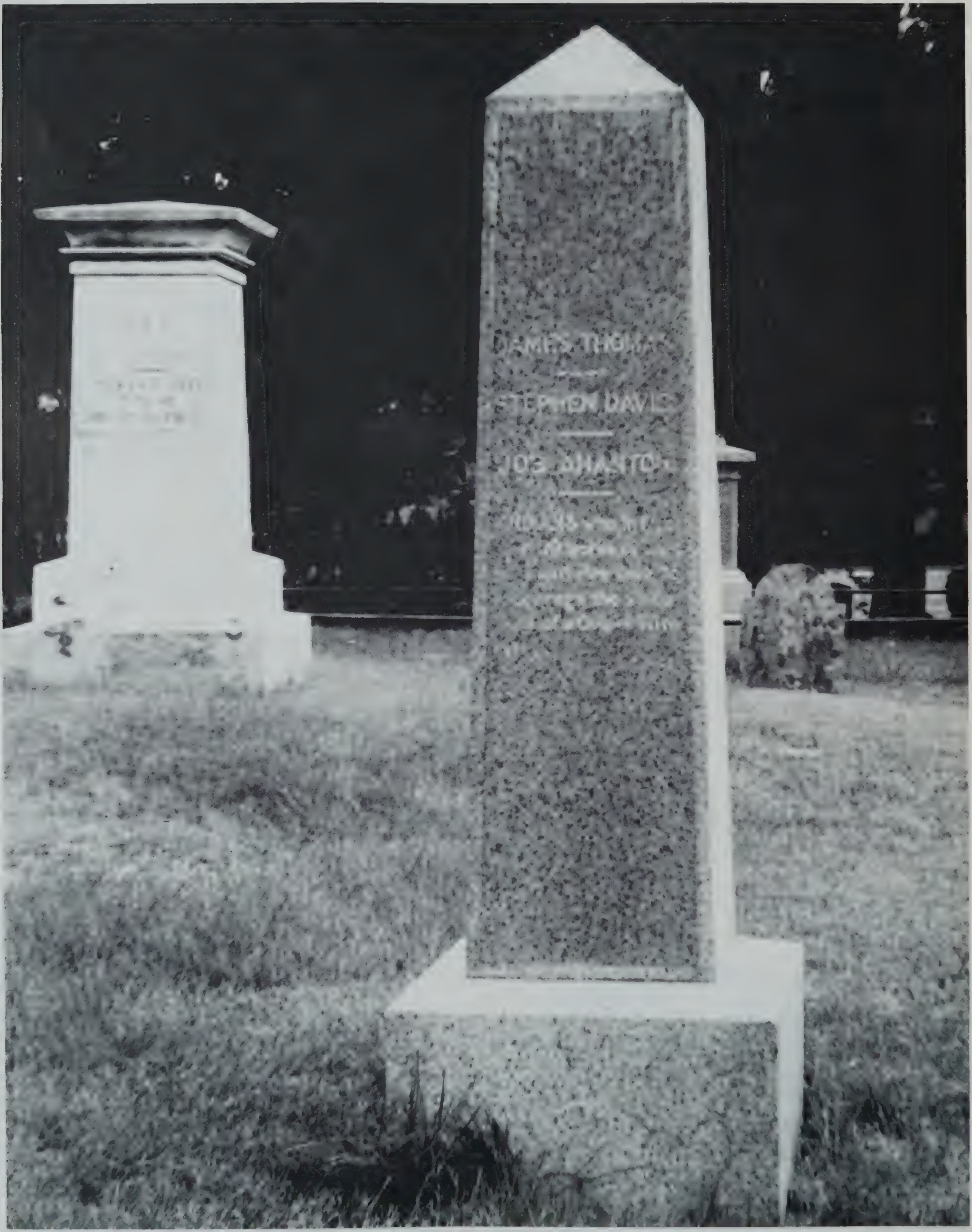

JAMES THOMAS
STEPHEN DAVID
JOB AHANTON

Monument erected in Titicut Parish Cemetery to commemorate three Praying Indians: James Thomas, Stephen David and Job Ahanton – Indians who, in 1750, gave 39 acres of land to Titicut Precinct to encourage the settlement of a Gospel Ministry.

## RICHMOND FAMILY GENEALOGY

## Part II

### THE RICHMOND FAMILY

In a communication from John Richmond$^{2}$, dated Taunton, April 30, 1698, addressed to Lieut. Co. Elisha Hutchinson, Esq., Capt. Samuel Lowell Esq. and Elisha Cook, Esq., Boston, he mentions the first purchase of Taunton as a matter within his personal knowledge, which should settle that question. After referring to a dispute with Bridgewater men about boundaries, and to what his neighbor Hathaway had said, he proceeds: —

> "And, first, I desire it may be considered how inconsistent to justice their sense is, for they say and sense it that although Taunton hath the eldest grant, yet it is theirs notwithstanding, because it was granted before: and although it be Taunton's by purchase from the Indians three times over, — for we bought it first of Woosamequin in the year '39 or '40 (this was in my minority), the sum paid I know not; then we bought all again from Philip, and paid him sixteen pounds for it; then we bought that very spot of Josiah, he claiming some land there, as appears by his deed; then we bought that spot again, with other lands, of Maj. Bradford: he had twenty pounds more; — they have owned that they never made any purchase, yet theirs because granted," etc.

### THIRD GENERATION

(LIEUT.) JOSEPH RICHMOND was born in Taunton, Dec. 8, 1663. He married, June 26, 1685, Mary Andrews, daughter of Henry and Mary Andrews of Taunton. Date of death unknown.

*Children*: (*born in Middleboro*)

- Joseph, married 1st, Hannah Deane, 2nd, Abigail (Phillips) French.
- Margaret, unmarried; died in 1737.
- Mary, married 1st, William Reed, 2nd, Stephen Andrews.
- Abigail, married Mathew Gooding.
- John, married Sarah Thrasher.
- Christopher, married 1st, Phebe Williams, 2nd, Susanna Barden.
- Henry, married Mehitable Caswell.
- Josiah, married 1st, Elizabeth Pool, 2nd, Joanna Briggs.
- William, married - - - Macomber.

These are probably not arranged in the order of births, and it is not probable that the actual order will ever be known.

Edgar H. Reed has the following memorandum in his "Reed Genealogy": "the will of Mary Richmond, the mother of William Reed, makes mention of children as follows: son, Joseph Richmond; daughter, Margaret Richmond; daughter, Mary Reed; daughter, Abigail Gooding; son, John Richmond; son, Christopher Richmond; son Henry Richmond; son, Josiah Richmond; and two daughters of son William Richmond. Feb. 14, 1737.

This will is not on record in either Plymouth or Bristol counties; for some reason it was not probated, but was preserved and finally came into the posession of some one who permitted Deacon Reed to copy the foregoing paragraph. He and his wife acknowledged the receipt of her interest in her father's (Henry Andrews) estate, March 28, 1707. They sold land to Henry Andrews, July 19, 1701.

Joseph and his son Christopher were in the Canada expedition of 1711.

Joseph and Mary his wife sold their homestead on the road from Taunton to Middleboro, containing forty acres, to their two sons Joseph and Henry; he acknowledged the deed, July 13, 1724, and she, March 11, 1726; "Lieut. Joseph Richmond of Taunton, to my son John of Middleboro, that 100 acre lot which formerly belonged to John Rogers, whereon my said son John now dwells, except about 30 acres which I have given to my son Christopher. 28, July, 1724.

### FOURTH GENERATION

JOSEPH RICHMOND, was born in Middleboro. He married first, Hannah Deane, daughter of Benjamin and Sarah (Williams) Deane, born December 26, 1682. She died, and he (then of Taunton) married, secondly, April 20, 1736, Abigail (Phillips) French, widow of Joseph French, Jr. and daughter of James Phillips.

*Children*: *by First Wife* (*born in Taunton*)

- Sarah, married Israel Deane.
- Hannah
- Joseph, born July 22, 1723; married Elizabeth Hackett.
- Seth, born about 1725; married Esther Walker.

*Children by Second Wife*: (*born in Berkeley*)

- Wealthy, born March 28, 1738; married Jacob French.
- Perez, born Jan. 15, 1774; married Phebe Hathaway.

His will, dated December 2, 1759, probated February 5, 1750-1, mentions sons Joseph, Seth and Perez; daughters Sarah Deane, Hannah and Wealthy Richmond.

Abigail Richmond of Berkeley, late widow of Joseph French, Jr., executed a deed, March 1, 1747. As widow of Joseph Richmond$^{4}$, she was appointed a guardian of their children, Wealthy, daughter, and Perez, son.

There is a deed, dated February 2, 1727-8 from heirs of Benjamin Deane, naming (among others) Hannah Richmond, wife of Joseph, Jr.; Elizabeth Richmond, wife of Edward, Jr.; and Mehitable Richmond, wife of Josiah Richmond of Middleboro.

### FIFTH GENERATION

(DEACON) JOSEPH RICHMOND, known as "Deacon Joseph of Middleboro," was born in Taunton, July 22, 1723. He married, first, October 6, 1743, Elizabeth Hackett, daughter of John and Elizabeth (Elliott) Hackett, born May 19, 1720; she died December 23, 1770. He married secondly, September 24, 1771, Anna Staples, widow of Seth Staples, who was born Aug. 18, 1730. He died June 19, 1792, and she, April 18, 1817.

*Children by First Marriage*: (*born in Middleboro*)

- Rufus, born Dec. 18, 1744.
- Prudence, born Nov. 11, 1746; died young.
- Elizabeth, born Nov. 7, 1748, died in early childhood.
- Hannah, born Feb. 17, 1750; married Seth Richmond.
- Abigail, born June 4, 1752, died young.
- Elizabeth, born July 16, 1754; married Dec. 3, 1778, Joseph Leonard, 3rd.

Joseph, born Sept. 7, 1756; married, 1st, Prudence Waldron; 2nd, Mrs. Phoebe Kelt.
Rhoda, born Sept. 16, 1760; married Samuel Miller.

His will, dated July 23, 1789, proved July, 1782 mentions wife Anna, sons Joseph and Rufus, and daughters Hannah, wife of Seth Richmond; Elizabeth, wife of Joseph Leonard; and Rhoda Miller, wife of Samuel Miller, who was executor. He gave his wife Anna a debt due from Abiel Williams of Raynham; he died in Raynham. He was known as Joseph, Jr., at the time of his first marriage.

### SIXTH GENERATION

JOSEPH RICHMOND, was born in Middleboro, Sept. 7, 1756. He married, first, April 1779 (banns published March 13, 1779), Prudence Waldron of Dighton. She died June 27, 1789. He married secondly, Aug. 2, 1798, Mrs. Phebe Kelt (or Keith), who died Feb. 7, 1839. He died Jan. 23, 1821.

He was Captain in 1801; was appointed Deacon in 1812. He bought Ilijah Hackett's homestead, and sold it to his brother Rufus for 300 pounds. He and Ebenezer built a mill together on Great Brook, near King's Furnace. He was in Cap't Amos Wade's company, Co. Theo. Cotton's Regiment, in which he served eight months. He was a pensioner.

*Children by First Marriage (born in Middleboro)*:

Joseph, born June 10, 1781; married Hannah Dean of Raynham.
Benjamin, born Dec. 13, 1783; married Abigail Dean.
Elizabeth, born Jan. 5, 1786; married Silas Hathaway.

### SEVENTH GENERATION

BENJAMIN RICHMOND, was born in Middleboro, Mass., December 13, 1783, and died January 29, 1830. He married, September 1807, Abigail, daughter of Philip Dean of Taunton, Mass.; she was born in 1790. He was a Deacon of the Congregational Church for many years. She married, secondly, Joseph Clarke of Middleboro.

*Children (born in Middleboro)*

Isiah, born Aug. 5, 1809; married Eliza Fenner.
Prudence W., born June 26, 1811; died about 1831.
Elizabeth, born Aug. 22, 1813; married Leonard Washburn.
Mary, born Nov. 22, 1819; married David Field.
Benjamin, born Oct. 30, 1823; married Elizabeth Southworth.

### EIGHTH GENERATION

ISAIAH RICHMOND was born in Middleboro, Mass. Aug. 5, 1809. He married October 28, 1833, Eliza A. Fenner of Scituate, Rhode Island, who was born March 18, 1812. They resided in Geneseo, Illinois.

*Children*:

Jeremiah, born Nov. 19, 1834, in Middleboro.
Mary E., born March 16, 1837, in Scituate, R. I.
Joseph W. born Feb. 20, 1840, in Scituate, R. I.
Edwin A. born Oct. 4, 1842, in Scituate, R.I.
Abby Dean born Oct. 3, 1844, in Groveland, Illinois.
Frances E., Maria L. born Aug. 17, 1847, in Groveland, Illinois.
Prudence A. born March 27, 1850, in Groveland, Illinois.
Helen A. born April 13, 1855, in Geneseo, Illinois.

## ROCK VILLAGE STATION

*by* Clint Clark

The railroad station, or depot, as it was called, once was as much a part of life in small towns and villages as the general store and post office. Rail sidings off the main line also were vital to the operation of suburban industries which in some cases were the principal employers of local inhabitants.

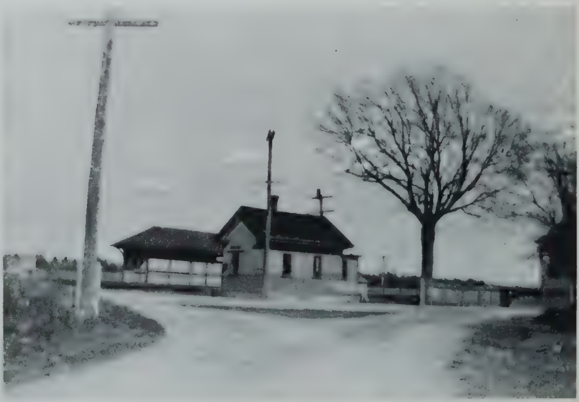
Such was the station in Rock Village. It served as ticket office for commuters to jobs and colleges in Boston as well as for villagers who worked in shoe shops in Middleboro. It was a point of departure and return when passenger service was fast, dependable and frequent, and when the railroads were the lifeline of a community's daily supply of mail, newspapers and goods.

The station was a place where passengers waited for the first distant warning of an incoming train; listened for the faraway whistle of the locomotive at a grade crossing down the line, and watched, when night fell, for the piercing ray of the powerful headlight.

Like all railroad stations, it was a stage on which was enacted many a poignant drama of severance of home and family ties, and of joyous returns. More than many of its kind, Rock station at one time was the destination of crowds which outnumbered the native population, the time being the era during which a nationwide revival movement in the early 1900's attracted thousands of people to camp meetings in the village.

Otherwise, as a typical "way station," the average day was one of scheduled eruptions of activity and interim periods during which the village lapsed into its customary quiet — other than the hum of industry in the nearby box mill.

In the years prior to the outbreak of war in the 1940's, there were signs indicating the eventual downfall of railroad service.



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The famous New York to Hyannis passenger train of Pullman cars, diners and sleepers, still ran, but, to delay impending bankruptcy, many way stations such as Rock and South Middleboro, were abandoned.

Double tracks, the "expressways" of the railroads, were being reduced to what was known as a "single iron."

Then, as the country geared up for war, there was a drastic revival of train service, passenger as well as freight. Camp Edwards in Falmouth became a vast staging area; troop trains rumbled through Middleboro, and on past the Rock station.

But once the war ended, so ended, gradually, the age of steam locomotives and the crack passenger service which so well served cities and suburbs.

Today, there is no trace of the Rock station, yet, until several years ago, a sign at the intersection of Marion and Long Point roads pointed the way to a place which no longer existed. And now, half hidden in dense underbrush, a few yards of rusty rails are all that is left of the siding which carried the products of the old box mill to distant cities.

Where the crossing-tender's shack stood near the station, electric bells and flashing lights signal the approach of an occasional freight train, and are momentary echoes of a way of life that now is gone.

## AN OLD DOCUMENT

Officer Lance Rogers of the Middleboro Police Department has brought for our perusal a very ancient document printed in 1796, a sermon preached by Joseph Barker, A.M., pastor of the First Congregational Church of Middleboro. The Reverend Barder entitled his discourse, "A Century Sermon: The Stability of Christ's Church," given on January 6, 1795, "that day completing one hundred years since a church was first gathered in that place." The subject was taken from Matthew XVI, 18, "And I say also unto thee that thou art Peter, and upon this rock I will build my church, and the gates of hell shall not prevail against it."

The booklet is fairly well preserved, but has turned brown with age. It is interesting to note throughout the ancient custom of printing all the letter "s" to look like the modern "f".

This document was owned by Officer Rogers' grandfather, the Reverend H. H. Rogers, who was pastor of the North Congregational Church from 1927 to 1943. During his pastorate and by his efforts a history of the church was published in a small pamphlet in the year 1931. It is a directory of the church, listing church officers, organizations within the church and a complete list of members at that time.

In the brief historical sketch, Mr. Rogers points out that as long ago as 1675 there was a church in what was then known as Titicut Parish, composed of "praying Indians." The Indian church continued for a number of years during which time white people settled in the vicinity and began to hold religious meetings of their own. The Indian church declined and Indians attended the meetings of the white people but were set off in a pew high up over the stairs.

On May 25, 1743, the white settlers sent a petition to the General Court and the Governor asking to be set aside as a distinct township. The petition was granted and organization of the Parish was begun. On January 25, 1744, the precinct voted to raise fifteen pounds as a tax for the support of the minister, and in 1745 the tax was raised to thirty pounds. An attempt was make to engage a Mr. Tucker as pastor, but nothing came of that effort.

On the 29th of March, 1747, it was voted to provide materials to enclose and cover the meeting house. At the same time it was voted to ask the General Court if an answer had been given to their petition for the confirmation of a grant of lands given to the precinct by the Indians.

A little over thirty-eight acres of land had been given by three Indians: James Thomas, Job Ahanton, and Stephen David "for a Meeting House to stand on, for a burying place, and for a Training Field." Many years later a monument was erected in the cemetery to honor these Indians. (See Figure #1, William B. Taylor's article, this issue). The present church building and the cemetery stand on this land.

The famous religious figure, Issac Backus, was chosen to be the first minister at a meeting held on March 31, 1748, and during this year the church was "enclosed and covered." Mr. Backus left the church in 1756 when the Baptist church, now known as the Backus Memorial Church, was established and still exists at the corner of Plymouth and Bedford Streets, North Middleboro.

The Reverend David Gurney was called to the ministry of the North Congregational Church on December 5, 1787. He built the beautiful home on Pleasant Street, not far from the church, later owned by Theodore Richmond, Mrs. Harold Pratt and presently by A. Kingman Pratt. The Reverend Gurney conducted a school in his home which was continued by succeeding pastors in the parsonage and in the vestry of the church, until in 1856 an academy was formed. After nine years it was decided to discontinue charging tuition and offer free education for all, the beginning of the Pratt Free School.

In 1808, a new meetinghouse, with belfry and bell, was built on the site of the old one. In the year 1817, it was agreed to build a house for the use of the minister. A new minister, the Reverend Thomas E. Bliss, was to have been ordained on March 3, 1852, but the church burned down on Sunday morning February 28th. Work was begun immediately on rebuilding and the third church edifice was so far completed that on June 2nd of the same year ordination services were held. However, in March, 1893, this building was also burned to the ground. This third church building was a fine example of New England architecture. The building that replaced it, the present church, was of a much more modern design.

The fire occurred during the ministry of the Reverend Herbert K. Job, who served the church from 1891 to 1898. Mr. Job was a nationally known naturalist and wrote books on birds and nature.

Mr. Rogers' historical sketch closes with his own ministry. He points out that North Congregational Church was built with the sacrifices and painstaking endeavors of those who have been connected with the church from its beginning. The church has filled a large and influential place in the life of the community, and continues to do so after nearly 250 years.

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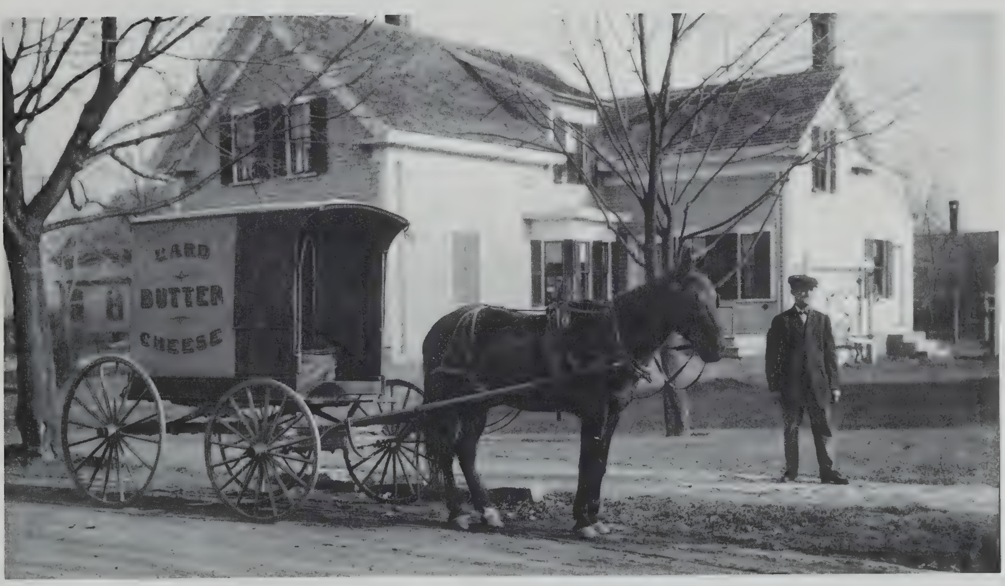

## THE BUTTER AND EGG MAN
## LEVI B. TINKHAM

The "Butter and Egg" man was a familiar sight about the streets of Middleboro from about 1900 to 1947. Levi B. Tinkham visited almost every house in Middleboro proper and the outlying districts with his offerings of lard, butter, cheese and eggs. He lived on the southeast corner of School and North Streets, and kept his horse and cart in a large barn on his property.

Mr. Tinkham died in 1947, but during the last years of his life he gave a great many artifacts of an early vintage to the Middleborough Historical Association, mostly small articles he had used in the course of his working life, such as handmade nails, carpenter tools, and handmade wooden articles (one I recall is a miniature table croquet set.) These are now included in displays at the Middleborough Historical Museum.

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## THE WROUGHT COVENANT
### Source Material for the Study of Craftsmen and Community in Southeastern New England, 1620-1700

In the Middleborough Historical Museum is a splendid old chair known as the "Weston Great Chair." This chair was in the possession of the Weston family from 1607 to 1959. First owned by Edmund Weston (1607-1686) of Duxbury, it passed from one Weston family to another in Duxbury until the early 1800's, when it became the possession of Dura Weston (1788-1863) of Middleboro and eventually passed to Chester E. Weston (1868-1942) of Middleboro. Mr. and Mrs. Frank Winthrop of Dedham purchased the chair from the Weston family, and in 1976 Mrs. Winthrop presented it to the Middleborough Historical Museum.

On the ocasion of their tenth anniversary in the fall of 1979, under the directorship of Mr. Robert B. St. George, visiting curator, the Brockton Art Center arranged an exhibition of early furniture made by craftsmen in Southeastern Massachusetts. The purpose of the exhibition was not only to advance scholarly knowledge in the field of early craftsmanship, but also to provide an opportunity for the public to enjoy examples of the culture of the past and to know more about how the people of the period lived. Included in this distinguished group was the Weston Great Chair.

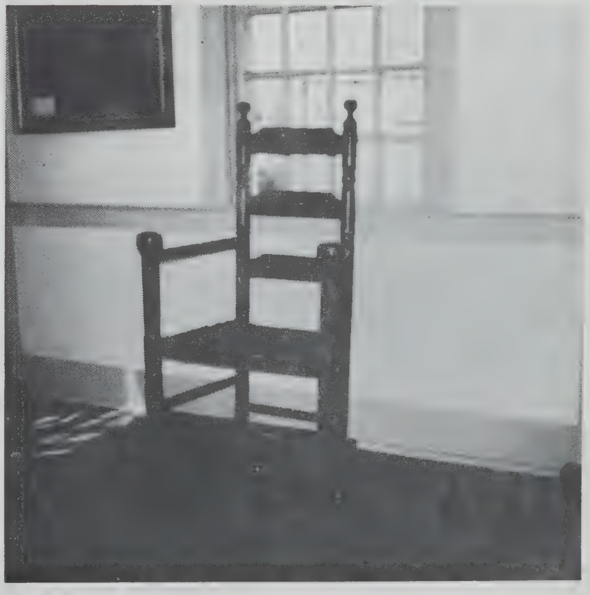
Mr. St. George has spent years accumulating information on the day-to-day living customs of early New Englanders. His research took him to museums, historical societies and local families throughout Southeastern Massachusetts. He continued his research while receiving his Master's Degree in Early American Culture from the University of Delaware and studying for his doctorate in Folklore and Folklife at the University of Pennsylvania. He used the knowledge gained to prepare the exhibit "Craftsmen and Community: The Seventeenth Century Furniture of Southeastern New England," and the excellent catalog that accompanied the exhibition. The project was the largest undertaken at the Brockton Art Center.

Mr. St. George's research brought to light many undiscovered examples of early New England woodworking. The chairs, the cribs and cradles, the beautiful chests elaborately carved are superb examples of rural joiners and turners of early Southeastern Massachusetts, and many of them are the only surviving examples of their kind.

Painstakingly made by hand, no two objects are exactly alike, a statement of individuality. These objects give an insight into the early life of the Pilgrims and those who followed them to our shores. They tell us how things were done, what sort of objects were in the homes, and above all, the skill and patience of these artisans of the past who, with simple tools, carved out priceless relics which are invaluable in revealing how life was lived in this section of New England in the Seventeenth Century.

The catalog prepared by Mr. St. George contains a comprehensive checklist of woodworking craftsmen in Southern New England, 167 1620-1700, a list of tools in the inventories of woodworking craftsmen in the area during the same period, a study in traditional furniture and craftsmen. The excellent half-tone illustrations with which the book is profusely illustrated, add much interest for the reader.

The Weston Great Chair is shown on page fifty-one of the catalog, and we are indeed proud to have had this chair from the Middleborough Historical Museum included in this prestigious exhibit.



THE WESTON GREAT CHAIR

Exhibited at the Brockton Art Center in their exhibition of early handmade furniture of Southeastern New England entitled "Craftsmen and Community". The Weston Great Chair was owned by the Weston family 1607-1959. Presented to the Middleborough Historical Museum in 1976 by Mrs. Frank Winthrop of Dedham.

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XX 1980 Number 3
Mertie E. Romaine .................................................. Editor

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## THE OLD PATH MAY BE ACCEPTED

*This article, written in 1949, has all the earmarks of having been written by James H. Creedon, at that time a star reporter for the Middleboro Gazette and the Brockton Times. Mr. Creedon's articles were filled with Middleboro history, and many of them found their way into scrap books where this one was found.*

*"The Old Path" was Thatcher's Row, the narrow thoroughfare that leads from the Town Hall to Center Street. The Old Path as described by Mr. Creedon shows little resemblance to Thatcher's Row of today, the walk having been recently modernized with a handsome brick walk laid its entire length. Several years before the bricks were laid, the Row was much improved by the installation of modern lighting fixtures, adorned in summer with containers of ivy geraniums. One of the historical byways of the town, it is gratifying to observe the improvements made since Mr. Creedon's article was written, improvements that seem likely to continue as we hear plans for new buildings and for refurbishing the old, hopefully retaining the Colonial atmosphere.*

*In reading the article, please bear in mind it was written in the year 1949.*

Middleboro. January 10, 1949. The petition which has been presented to the selectmen for the acceptance of Thatcher's Row as a public way is of interest. It is the foot path which extends from Center Street to Nickerson Avenue, an approach from the east to Town Hall.

The Town Hall is about seventy five years old, and the walk has been in more or less of public use during that time. It may have been blocked off to retain rights to it, but apparently few recall when that ceremony was carried out.

The walk was a part of the property given to the Central Baptist Church about 125 years ago by Major Levi Peirce, one of Middleboro's influential citizens of those days.

Major Peirce was a member of the Pond Baptist Church, sometimes known as the Assawampsett Church, several miles from Middleboro center in what is now Lakeville. He felt that Baptist services should be held at Middleboro center, so he arranged for the erection of a building which became Peirce Academy. It was located on the site now occupied by the post office.

There was a lower floor for a school and the upper floor was for religious services. It was April 26, 1828, when a meeting in that hall established the Central Baptist Church. Officers were named and plans completed for the formation of the society.

In August of the same year, clergymen and laymen gathered to formally organize the church. Major Peirce, at his own expense, said to be about $4,000, had the church built adjoining the academy grounds. That church burned some 60 years ago, and the present one was built.

He also erected a parsonage and established a fund of $1,000 for the church. Trustees were named to handle the property.

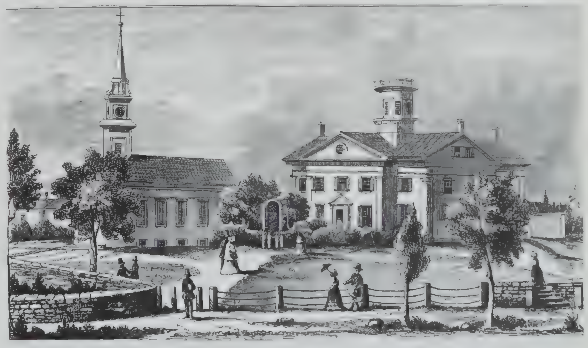
All this was done over a hundred years ago, long before there was a Town Hall and the path, now named Thatcher's Row, was in use as an approach to the church and academy. It seems to be definite that the walk is owned by the Baptist church.

The application to the selectmen reads "To see if the town will vote to take over and accept Thatcher's Row, so-called, as a public way and make necessary improvements hereon."

The way is covered with a black top and is about 10 feet wide and 500 feet in length. Roots of big elms have in some places raised the surface of the walk. It is unlighted except at the ends.

Applications have been made to the selectmen asking for a street light midway for the convenience of the public, but the selectmen years ago took the ground they could not light a private way. If it is accepted, it is likely the town will provide a light and smooth the surface.

It's generally agreed it would be desirable to improve it, since it is a much used path to the Town Hall, Bates School, theatre and church.



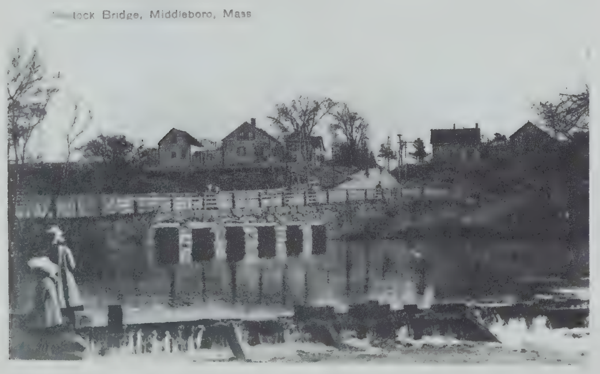
The original Peirce Academy and Baptist church as built with funds provided by Major Levi Peirce, showing Thatcher's Row in front.

## THE DAYS OF YEAST CAKES

There was a time when yeast cakes were on every grocery list – unless the housewife made her own yeast out of potatoes. One of the early dry goods stores in town which supplied this item was owned by Gustavus Rosenfeld, whose store was in a small building on North Main Street. It is said that Mr. Rosenfeld was a relative of the man who invented the yeast cake, or at least was the sole distributor in the area, and he gave Mr. Rosenfeld exclusive right to sell them in Middleboro. The price was three cents each. When other grocery stores began to carry the product, it was Mr. Rosenfeld who was the wholesaler.

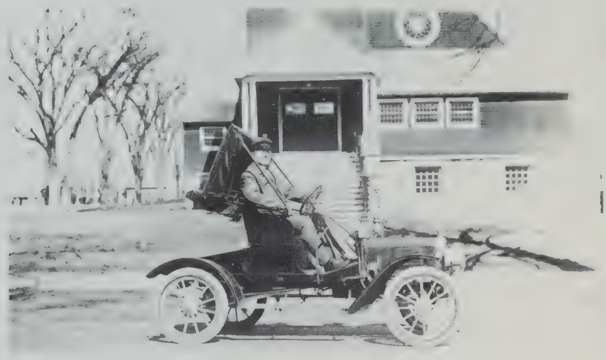
The Rosenfeld store stood on a lot just south of the building formerly the Y.M.C.A. An early resident remembers that the residence stood somewhat in the rear of the store with a path from North Main Street and a short flight of stone steps leading to the house.

There were three Rosenfeld children: Clara, Amelia, and Kaufman. The Rosenfeld family left Middleboro about the turn of the century. The house was demolished when the Y.M.C.A. was built. The Rosenfeld store became the W. H. Ladbury Bicycle Shop. The building was badly damaged in the first Jones Bros. fire, and the remains were moved in 1908 to North Main Street, where it was converted into a dwelling.



## MUTTOCK BRIDGE

In the early 1800's, the highway from Judge Peter Oliver's mill to the Green was over the dam of the ironworks. In 1818, the town voted to locate a highway over the mill pond and the road over Muttock Hill was made, but the road over the hill was so steep it was considered unsafe. Complaints were so numerous that in 1859 the wooden bridge was replaced by a stone structure and the top of the hill was lowered eight or ten feet, leaving the bridge and the highway as we know it today.



An interesting antique automobile shown in front of the Unitarian church. Driver unidentified. The date must have been about 1907, when the church was moved from Pearl Street to its present location on South Main Street.

## ROCK CAMP MEETING

Rock Camp Meeting drew large crowds from all Southeastern New England and Rhode Island in the early 1900's when the camp meetings were popular. The meetings were sponsored by the Holiness Church of Rock Village. Holiness Church was an outgrowth of the Third Calvinistic Baptist Church of South Middleboro. In 1918, the church building was burned. At that time the Independent Congregational Church, an outgrowth of the same Third Calvinistic Baptist Church, was holding services in a chapel on Miller Street. The Independent Church had separated in 1879 from the Calvinistic Baptist Church, at which time the chapel on Miller Street was built. The Independent Congregational Church was also known as Holiness Church.

The camp meetings were held in a beautiful grove owned by the church on Miller Street. Lodging was available in tents and in small cottages. A notice in the Middleboro Gazette of July 13, 1906 advertised lodging in the cottages for twenty-five cents a night; board, $5.00 the week; single meals twenty-five cents. The broadside shown here mentions breakfast and supper, twenty-five cents and dinner, thirty-five cents. Transportation charges were interesting, too. A carriage to and from the railroad station cost five cents each way! This also was in the days of electric cars, which ran hourly on their way to Onset.

On some days, the first prayer service of the day was held at six o'clock in the morning, followed by several preaching services during the day, ending with one at seven-thirty in the evening. Hymn singing was a feature of every service.

At some time during the existence of the camp meetings, tents were arranged in a circle around a main tent where the meetings were held. There was a small wooden building where the preacher would stay free of charge, which was used for storage in the winter.

Not many of the names mentioned in the broadside are familiar, but one is recognizable – Sam Lovell, Superintendent of Grounds, long a prominent citizen of Middleboro.

## Thirty-fourth Annual Session

OF THE

# ROCK

# Holiness Camp Meeting

## July 22-31 inclusive

## At Rock, Mass.

*First Meeting, Friday Evening, at 7.30 o'clock*

### Rev. DAVID F. BURNS will have charge

The following workers are expected: Revs. F. L. Stevens, D. C. Thatcher, F. T. Kenyon, J. C. Briggs, H. S. Trueman, J. P. Irving, George Davies, Rev. and Mrs. C. H. Hopkins, Revs. D. W. Staffeld, L. H. Merrill, L.W. Malcom, C. W. Locke, H. S. Verge, D. D. Tower, G. A. Moore, Jos. Lund, J. P. Haddie, E. H. Post, C. E. Dotey, and others.

Rev. A. F. Ingler, Soloist and Chorister, will have charge of the singing. Good music and singing is promised. The hymn book " Songs of the Blood Washed " will be used.

A service for Bible study will be held daily at 9 A. M. under excellent leadership.

**LODGING** Single tent, 12 x 15, $4.50; 10 x 12, $3.50 for term of meeting; furnished with floors, bed, table, chairs, pails and basin. Single lodging, 20 cents per night, cot or straw bed and pillows only, furnished. Bring plenty of bedding for cool nights. Rooms, $5.00 for term of meeting. Special rates for single night. Preachers lodged without charge.

**BOARD** Board for term of meeting, $5.00; first meal served Friday noon. Board, per day, 75 cents. Breakfast and Supper, 25 cents. Dinner 35 cents. Children under 10, 15 cents. Articles of food, cooked or uncooked, on sale at the restaurant.

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## THE BENNET FAMILY

Mrs. Harold H. Bennet of Denver, Colorado, a member of the Middleborough Historical Association for many years, responded to our appeal for genealogical material by sending a history of the Bennet family. Her late husband, Harold Honsley Bennet, was deeply interested in his family's genealogy, which includes Middleboro ancestors, and in 1964 went to Bristol, England to consult family records there, but was told all was destroyed when Bristol was bombed in World War II. Mr. Bennet had devoted years to compiling a history of the Bennet family, but died before his work was completed. In an issue of the Middleborough Antiquarian of October, 1970, was published an article by Mr. Bennet, "The Bennet Houses of Middleborough."

| | |
|---|---|
| Peter Bennet | Father to three sons who sailed from Bristol, England, for Jamestown, Virginia Colony, America, in 1664. One brother (name unknown) remained in the Virginia Colony; one brother (name unknown) settled in the New York Colony. |
| John Bennet | The third brother. Settled in the Massachusetts Colony and is the ancestor of Harold H. Bennet's branch of the family. He was born in England in 1641. At the age of 23 left for America, arriving in Jamestown in 1664. He married Deborah Grover. He died at the "Bennet Farm" in Middleboro in 1717. Buried in the old cemetery at the Green, Middleboro. He was active in the church there and purchased the John Nelson homestead on March 5, 1687. It then became the "Bennet Farm". |
| John Bennet. | (son of John Bennet (1641-1717).) Born at the "Bennet Farm", Middleboro, Mass., 1671-1761. Married Patience Cobb. |
| Nehemiah Bennet. | 1705-1769. Born on the "Bennet Farm". Married Mercy Thompson. |
| Jacob Bennet | 1725-1799. Born on the "Bennet Farm". Married Hope Nelson. Relative of John Nelson, former owner of the "Bennet Farm". Purchased from him in 1687. |
| Elisha Bennet | 1758-1819. Born on the "Bennet Farm". Married Lucy Raymond. In 1794 moved to Fairhaven, Mass. In 1809 moved to Chesterville, Maine. Bennet families too large for the "Bennet Farm" to support. Elisha Bennet is buried in Chesterville, Maine. |
| Elisha Bennet | 1794-1844. Married Maria Bradbury. Moved from the "Bennet Farm" in 1809 to Chesterville and Carthage, Maine. Moved in 1831 to Ohio. In 1839 moved to Andrew County, Missouri. Buried in "The Bennet Lane Cemetery" near Savannah, Missouri. When passing the Great Lake in their covered wagon they could see the tops of the masts on Perry's ship, sunk during the fight. Their children were Isaiah, John, Elisha, Joseph, Hiram Pitt |
| Hiram Pitt Bennet (Judge) | 1826-1914. Born in Carthage, Maine. Died in Denver, Colorado. Pioneered in Maine, Ohio, Missouri, Nebraska, Washington, D.C., where he was the first Territorial Delegate in Congress from the Colorado Territory. Married Sarah McCabe in 1852, Fremont County, Iowa. Died in Denver, Colorado. Four children: Hiram, Jr., John, Alexander, Sarah. Married Clara Ames in 1868 in Denver, Colorado. Buried in Denver. |

| | |
|---|---|
| | Two children: Robert Ames, Blanch. Blanch married Dr. Hughes. Four children: Bennet, Clara, Margaret, Eleanor. |
| Robert Ames Bennet | 1870-1954. Born and died in Denver, Colorado. Married Susie Honsley. One child, Harold Honsley Bennet. |
| Harold Honsley Bennet | 1896-1974. Born in Denver, Colorado. Married Edith Carr. One child, Geoffrey Carr Bennet. |
| Geoffrey Carr Bennet | Born 1925. Married Mona Bennet. |

Grover Bennett of Middleborough, Massachusetts was a descendant of Elisha Bennet, 1758-1819. He spelled his name with two "T's". He said his teacher always spelled Bennet with two "T's" and he stopped correcting her. He did not accompany his father to Maine, but remained in Middleborough. He had three daughters: Carrie, Jane and Nellie. They were the last owners of the "Bennet Farm". Sold in 1948, it went out of the Bennet family after 261 years.

**THE BENNET HOUSE**

Built between 1687 and 1681. Standing on the step is Grover Bennett. The second house to be built on the Bennet Farm, it was burned in 1907 by sparks from a railroad train. Another house was built on the same location which still stands and is the house occupied by Grover Bennett and his family, the last of the Bennetts to live on the old "Bennet Farm."

* * *

*In Volume XLX, No. 3, page 14 of the Middleborough Antiquarian, Edward W. Toole of Bridgewater authored an article entitled "A New England Mystery: Who Are the Tumpums?" Following is more about the Tumpums by Mr. Toole.*

## WHO ARE THE TUMPUMS?

**by Edward W. Toole**

According to the 1861 Report of John Milton Earle, Indian Commissioner of the State of Massachusetts in 1861 (his predecessors seem not to have mentioned them):

"TUMPUM Tribe: The Tumpums are supposed to have been a local tribe or subdivision of a tribe, whose former residence was in Pembroke and vicinity. Traces of them have been found in other places where they have intermarried, and the name is still found in Marshpee. The number (then) remaining, who are not included in other tribes, is fifteen.

"Those over 70 are abigail Christopher, aged 75, and David Fuller, aged 71.

"The members of this tribe appear to be capable, intelligent and moral. One aged person has received some public assistance. They are understood to be in enjoyment of their civil rights, as citizens of the State".

Incidentally, in this Report the State reported very few Indians of pure blood, none of whom can have been Tumpums; nor were they in possession, as far as we know, of any real estate.

The very first reference we have found in reference to the Tumpums is in the files of the Commissioner, in preparation for the above mentioned report: "Mrs. Christopher probably daughter of Sambo Fuller, Negro, and an Indian woman, name not known. I should like to know the significance of the word Tumpum which appears in [illegible]".

The date of the note was about 1859; and we do not know that he ever found out. It is true that he did try to trace the family to Mashpee (where the last name had persisted but its origin was forgotten). Outside of the above, the first reference in public print seems to occur in the Plymouth County Directory by Dr. F. Collamore, M.D.:

"David Fuller was descended from the Tumpum Tribe. This was probably a family or patriarchal name."

When a people appears from nowhere, it would be logical to search for a people who had disappeared in the immediate vicinity. There had been mention of a tribe of "Tunks" near the town of Hanson. While the locality of Tunk (altho Dr. Huden, an authority on New England place-names suggests the name English, which is unlikely) is certain enough, that group seems to have left no known record; and there is no record of their selling or owning a foot of land.

"Tump, one word of unquestionably Algonkin derivation, seems to have been overlooked (in Chamberlain's List of Indian loan-words in English). The compound word "tump-line", a pack-strap or portage strap. It is given in the Century Dictionary as probably derived from French "tempe", temple, on account of the strap being worn across the forehead and temple when in use. The Abenaki word "ma-dum-bi", which might, I think, with equal accuracy be written "na-tum-pi" (as the D partakes in a marked degree of the sound of "t", as the "b" equally of the sound of "p", is, I believe, its true source of derivation; and it has the same meaning, that is, "pack-strap or burden strap".

"My authority is an Abenaki Indian, Elijah Tahamont." —DeCosta Smith, New York, NY.

Dr. Frank G. Speck (who was the authority on New England ethnology) probably did not visit Pembroke and its vicinity. In his "Territorial Subdivisions and Boundaries of the Wampanoag, Massachuset(t) and Nauset Indians", (which was no. 44 of the Indian Notes and Monographs of the Museum of the American Indian, New York, 1928 page 8) he refers to "a small band of 5 families and 25 souls at Mamatakeset Pond in Pembroke township (which were the Mattakesets —ET) and a few stragglers under the name of Tumpums at Tumpum Pond. (Actually, most of those so enumerated were in Lynn – ET).

Apparently the neglect of the work of Dr. Speck led to this rather careless work of his, otherwise timely. He must have supposed that if there were a pond at Mattakeset there must have been a pond at Tumpum also. Apparently there never was a Tumpum Pond. Dr. Huden, in "Place-Names of New England", speaks of one but does not locate it. He probably got the idea from Dr. Speck. There is a signboard labeled "Tumpum" near the old Indian Meetinghouse at Mashpee in Barnstable County and there is a little moisture near it, but no sign of a pond.

Two other possible derivations exist.

My friend, Mr. Russell Gardner, who claims Cape Cod Indian ancestry, has supposed that Tumpum was derived from Mashantampaine, a sachem of the Yarmouth Indians (near Mashpee) whose descendants might have made their home there; and abbreviated the name. We do not think that is the answer; although something like that may have happened.

From the life of one "Eleanor Eldridge" (an individual of Indian and Negro blood, we have seen only the second edition of her life, Providence, 1842) we learn that she was born in Warwick, R.I., March 26, 1785. Her maternal grandmother, Mary Fuller, was a native Indian belonging to a small tribe or clan called the Fuller Family.

What seems more probable is the following: The name Tumpum is doubtless an abbreviation of the name Natompam. Such abbreviations were not rare.

It seemed as if the name "TUNK" might have been an abbreviation of Wecektu(n)ket, the local Indian name of Kingston, Mass., if that name were, as supposed, nasal. From its location it might be Wampanoag, as Dr. Speck supposes the Tumpums to have been. The "–et" is very like the Enlish "at' ; and dropping the first two syllables (and Indian names often lost syllables somewhere as Titicut for Kehtehticut and Saughtuckdt for Massuaghtuckrt), you have Tunk. The Indians of Kingston are not otherwise known to survive, so this hypothesis by no means seems impossible.

As published, the legends of the Mattakeset Indians speak of their hostility to the Tunks of the next valley, but, I fear that the legend is manufactured and not genuine. Mr. William Bryant in 1914 considered these legends hopelessly corrupt; he seems to have been our one reliable authority upon the subject.

The greatest authority upon New England folklore we suppose to have been Clifton Johnson of Springfield, Mass. If he had been interested in Indians, he might have solved our problem for us. When the writer taught school in Vermont, we were loaned a book on folklore from the Vermont Library Loan; which book contained a very old story on one Farmer Tump and oxen. Tump might represent Tunk, but old as it was, the story did not mention Indians. Further, we have lost track of it.

In "David Harum", a popular novel of the last century, we find the Indian loanword "netop", meaning friend, and derived from some Algonquin dialect. The authority on New England Indian language, Roger Williams' Key Into the Language of America gives the plural "netompaog", which indicated that the second vowel was nasal. In Col. Benjamin Church's History of King Philip's War, published by his son, "Netop" is used for Friend Indians; and looks akin to Tump or Tumpum.

There are two other suggestions from "Tump".

First, from Sylvester Judd in his History of Hadley, chapter 31:

"Muskrats have been plenty in some parts of Hampden (County) for two centuries and they are still hunted, perhaps more for sport than for the skin. When a flood covers most of the meadows and lowlands; and muskrats are driven from their habitations, boats may be seen in Northhampton and elsewhere, carrying men with guns and a dog; and now and then is located the peculiar clicking noise made by the discharge of a gun near the water; and the dog leaps into the water and brings to the boat a musquash if one has been killed. They are hunted in other ways. The animal was called tump in Northhampton 100 years ago and still is; perhaps an Indian name."

There was also a word "tump" for a carrying strap, completely called "tump-line". We quote the "Journal of American Folklore", April to June 1903; Vol. 16, Number 61:

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His English name was Peter and he lived at Commassakumkahet, now called Herring Pond, an Indian area in Bourne and the south part of Plymouth. The community and church are usually called Pondville. For over a century, the church has been Baptist and in a changed location.

The first Peter of the area was a missioary as well as convert, named Manomet Peter, but as his single name is known — Saseascowet — he was probably of another family. One valuable document in Dr. Speck's book: "The number of all the Indians that belong or owne the meetinghouse of Pompashpissit in Sandwich of Mr. Thoms Tupper, his teaching house of Quahassit (Buzzards Bay) and Wawontat (Wareham)" bearing date of March 28, 1693 (probably Old Style) lists an "Old Peter", crediting his family with 7 individuals. No other Peter is there mentioned.

We learn from an attempt, presumably made to recover land challenged by whites, that an Indian land owner, named Ralph Jones (Indian name probably Aspuchchamuck, son of Nanumet) had sold on April 12, 1703 a tract which "lyeth in the west side of Herring Pond, commonly known by the name of Sandwich Herring Pond, bounded on the south side by Pond Fish Brook, and so running easterly to a pine tree marked near the pond side and by the pond side to Peter's land, and so runs straight over a pond to a marked tree near said pond, and so by the same line running over a hill to a marked tree standing in a hollow, and so runs southerly to a marked pine by a swamp, and so by John Gibb s land and so running easterly by said land to said Pond Fish Brook, and land being in the bounds of Plymouth".

The extent of this land is not stated, nor could the bounds be established especially as the location of Peter's land could not be ascertained. The construction of the deed made a difference of 175 acres to the extent of the purchase, depending upon that.

Whatever land Natompam once possessed in 1703 we learn that in 1707 he bought land of Sampson Wopnnit at Herring Pond. The only further document relating further to him, which we have yet found, follows (Plymouth Registry of Deeds, Vol. x pp 576-7):

"To all to whom these presents shall come, Peter Natumpum, Indian, of the Herring Pond in the township of Plymouth in New England . . . seven pounds in currant money of New England . . Nathaniel Thomas "a certain tract or parcel of land containing about ten acres, be the same more or less, in the Township of Plymouth aforesaid at a place called Great Herring Pond, and is bounded westerly by said Herring Pond, northward by the land formerly belonging unto Will Wopenut, deceased; easterly by the land of Job Smoles alias Cookies, and southerly by the land of Tom Penis which said Peter bought of Sampson Wopenut on 4 Sept 1707, entered 1713."

After this we find no mention of the family at Herring Pond, which is, however, not unusual, as we are told little of any resident of Herring Pond until the middle third of the next century.

There seems to have been a decided movement of Indians from Herring Pond to Mashpee. Both places had been under the control of the Manomet sachem as long as his authority lasted; but soon that authority came to an indefinite end. Mrs. Herbert Webquish of Herring Pond told me that the local Indians had their choice as to the plantation where they made their homes. That seems like an oversimplification, but something like that certainly took place.

Next we find the family established in Mashpee. In the eighteenth century, we find one Abraham Narompam and his heirs. Their home seems to have been near the Old Indian Meeting House, which is why we find it in the records.

One Negro named Scipio and his wife Jerusha (probably an Indian from whom he had his right of residence) cleared a spot of ground probably in or near the spot still designated Tumpum; and they had their home in a wigwam which in 1783 "is noe removed" the spot falling to Abraham Natumpum and his heirs, who have probably occupied since.

We find the family mentioned in the deed of the Mashpee Parsonage, executed Jan. 7, 1783 . . . four hundred acres, more or less, lying within the Plantation of Marshpee; and being Indian property . . . (at the end) N.B. Before the ensealing the premises, reserve was made by the signers of this instrument for the heirs of Mary Richards that they be allowed in her lifetime, and Abraham Natumpum and his heirs to be allowed severally to enjoy and possess Scipio's cleared spot of land, and fencing stuff for the same.

We do not know what records may disclose further concerning this family; but already in 1777 is a muster-roll, "Return of Men Enlisted in the first Regiment of Continental troops in the County of Barnstable", for three years and during the War, in Capt. Bradford's Regiment, are the names of twenty-six men, among them Gideon Tumpum. From implications we have supposed that Peter Natumpum was the father or grandfather of Abraham Natumpum, and that Abraham Natumpum was the ancestor of Gideon Tumpum.

At Mashpee, the name Tumpum continued. Probably after one or two generations we find in the Report of 1849, Gideon Tumpum aged 42 so born about 1807 and his wife Mahal N. Tumpum aged 28 and five children. They were still living, but under the name Pocknet in the Report of 1859-61. The information that the Pocknets in part perpetuated the Tumpum family was derived from Manitasikaun (alias Clarence M. Wixon) in the History of the Cape Cod Indians (c. 1928) published in the Bourne Independent, but the exact coincidence of names and ages makes it certain.

All of the listed Tumpums in Earle's Report bear the name Fuller, or were descended from those who did. As some of them bear the name Gideon, some of their descent may be supplied by conjecture. It would be interesting to trace the family to the present time.

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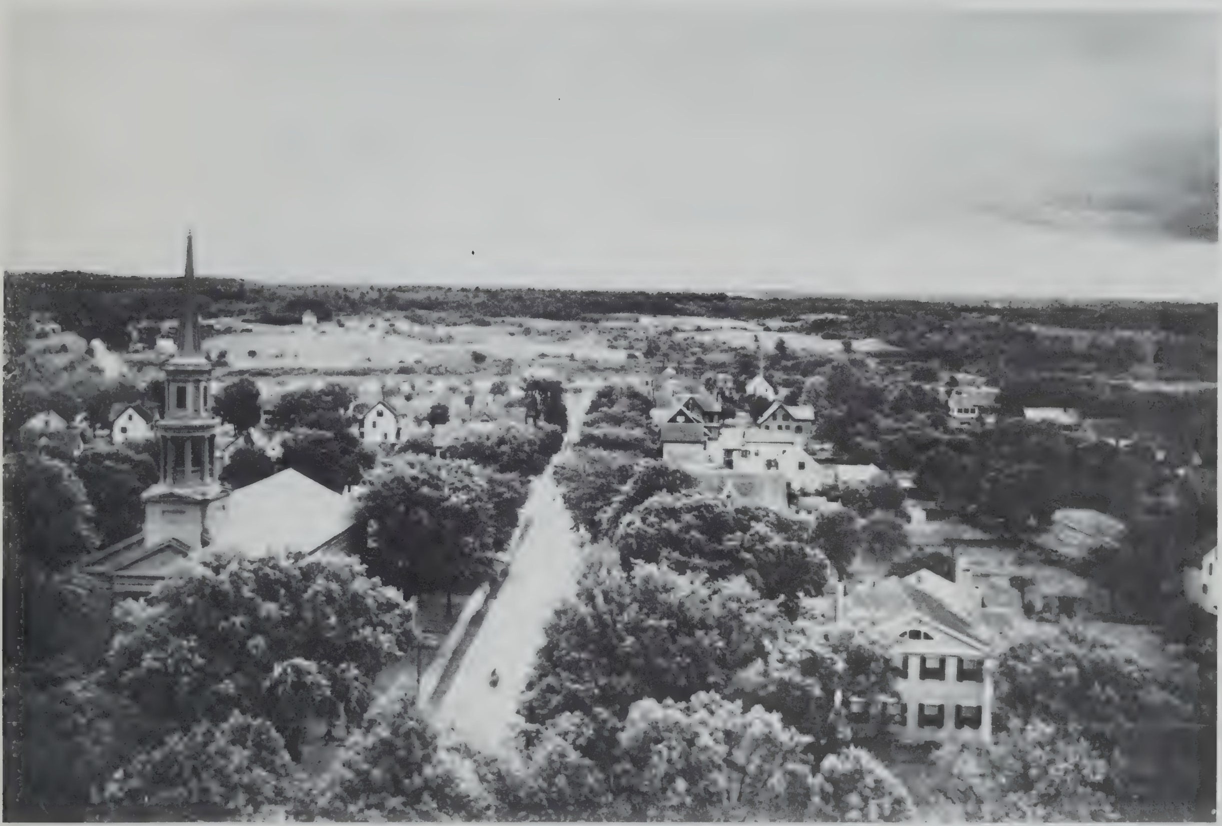

A BIRD'S EYE VIEW OF MIDDLEBORO Ca. 1900

The Central Congregational Church is shown on the left, and the Philander Washburn house, later the Thatcher homestead and now the Fahey Funeral Home, on the right.

The photographs in this issue of the Antiquarian were taken by the late Walter L. Beals, for thirty-five years treasurer of the Middleboro Cooperative Bank, and an avid photographer. Because of his avocation, he has left a legacy of beautiful photographs of Middleboro as it was fifty and seventy-five years ago.

Mr. Beals' collection of glass plates that he used in his photographic work have been presented to the Middleborough Historical Museum by his son and daughter the late Austen Beals and Mrs. Malcolm C. Drake.

The Middleborough Historical Association is pleased to offer the fine photographs used in this issue of the Antiquarian, and others of the Beals collection, in the following sizes and prices: 11" x 14", $25.00; 8" x 10", $15.00; and 5" x 7", $10.00.

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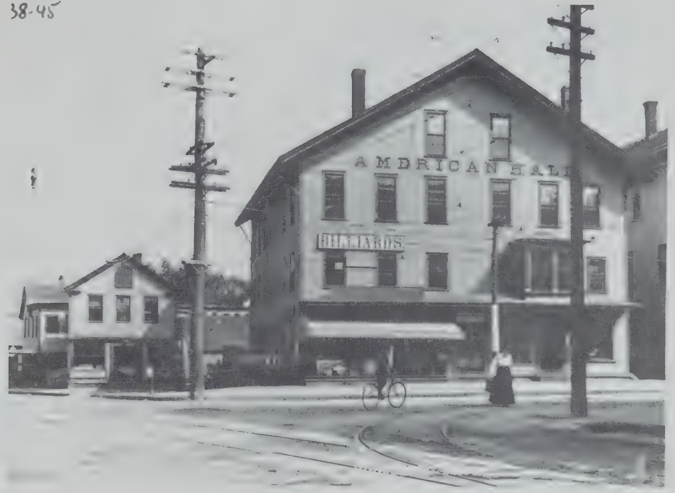
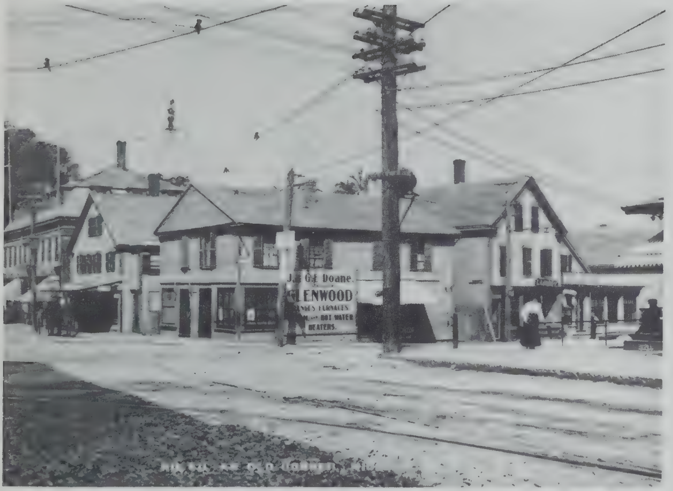
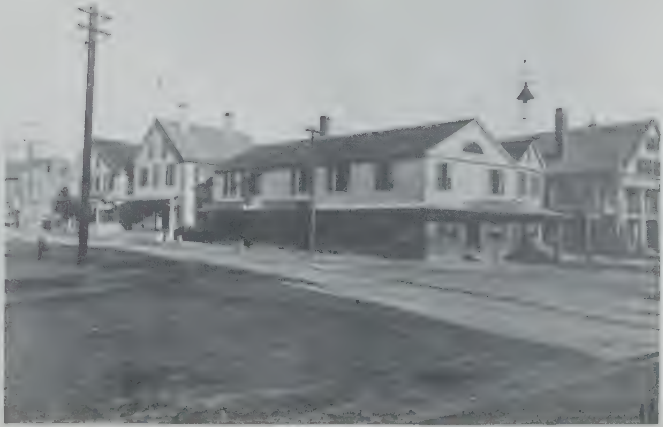
The southeast corner of South Main and Water Streets (now Wareham Street). Small building on the left was the A. M. Peckham meat market and under American Hall J. Herbert Cushing operated a fish market.





The building on the northeast corner of Center and Water Streets was occupied by Michael O'Yoole, tailor, and John W. Moody, barber. Next was a grocery conducted by the Thomas brothers and beyond that the Jones Bros. Block. The first building on Water Street was a Chinese laundry, Sam Kee.

The "Four Corners" before 1900 and the erection of the Peirce Block. The wooden building was erected early in 1800 by Harrie Washburn of Taunton and the last occupant before being demolished to make way for the Peirce Block was the Matthew H. Cushing grain and grocery store.



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Middleboro, Mass.
VOLUME XX 1980 Number 4
Mertie E. Romaine .................................................. Editor

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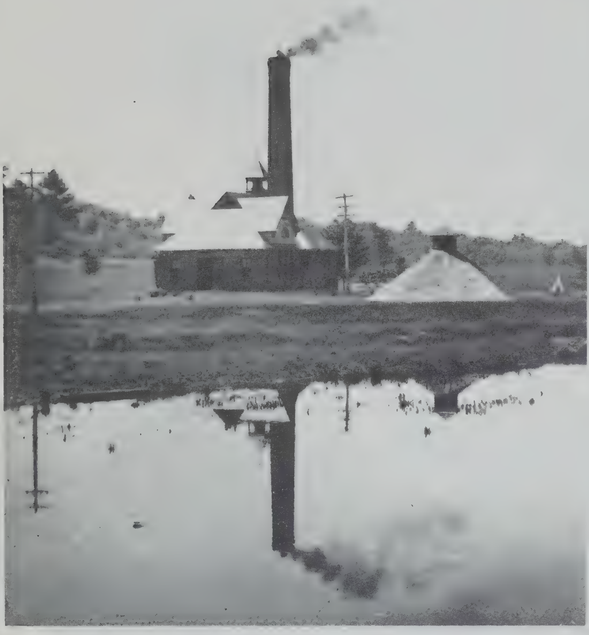
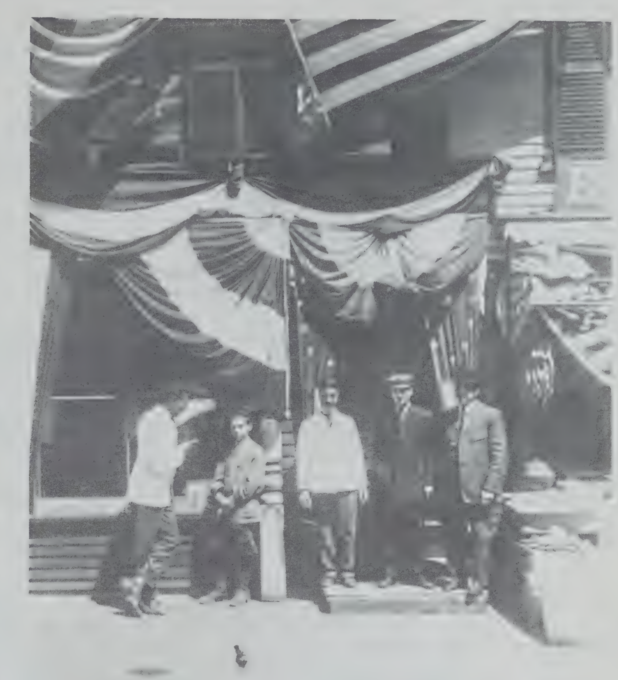
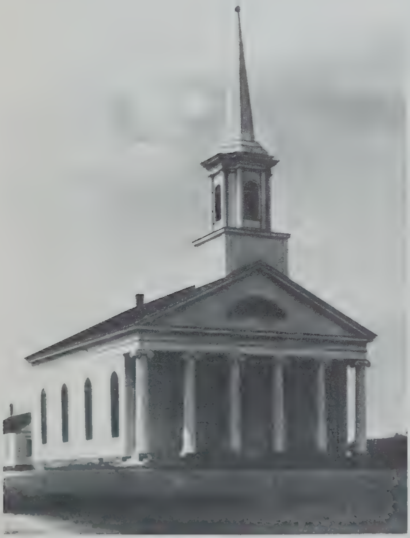


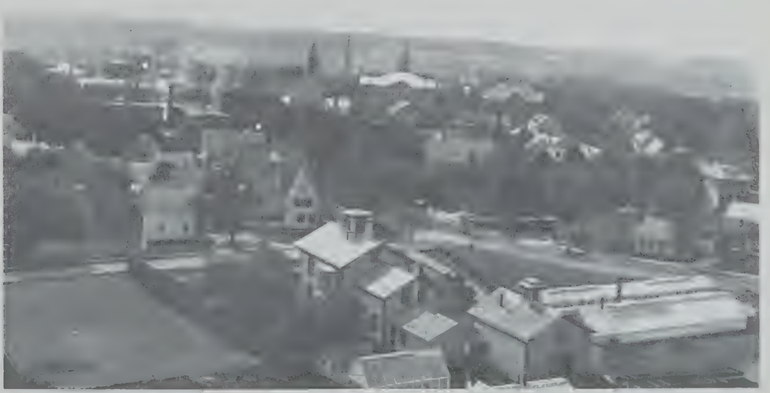
Middleboro Pumping Station, East Grove Street.



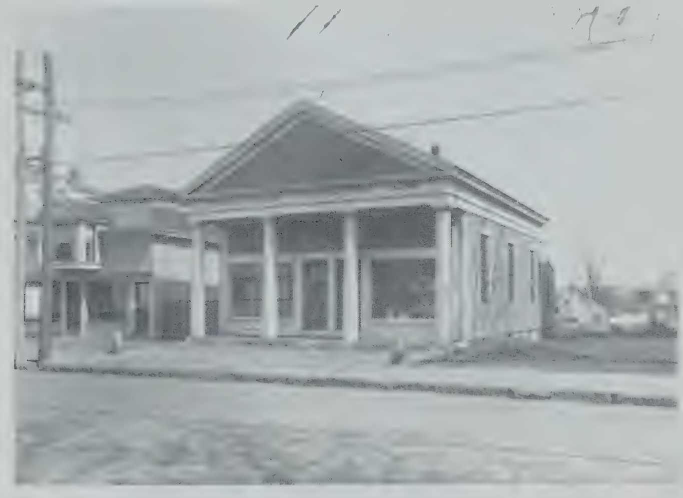
E. Oneto's fruit store on Center Street where Mall Drug now occupies the space.



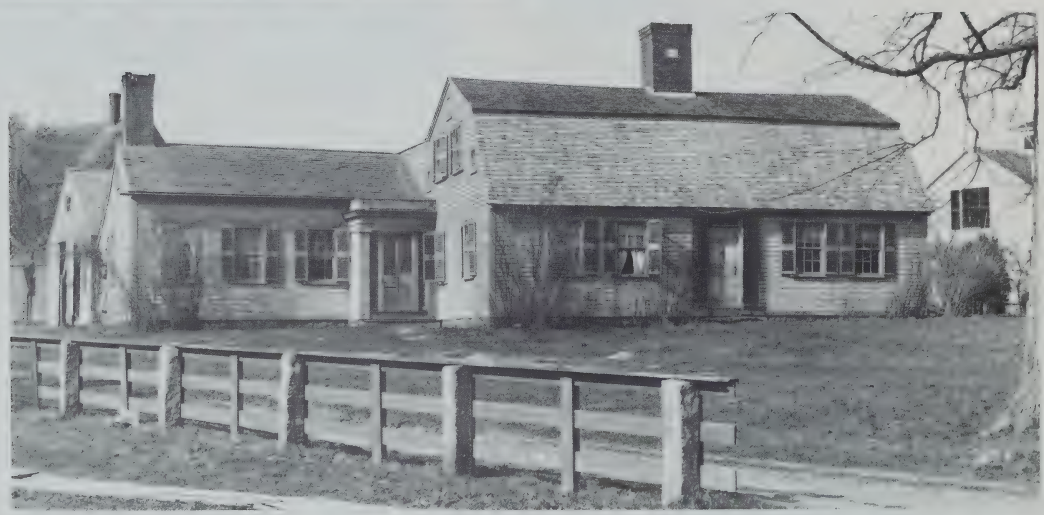
First Congregational Church, East Middleboro. The fourth structure to house the First Congregational Church. The first one built in 1680, the present one in 1828. Called by Daniel Webster "the most beautiful church in New England."



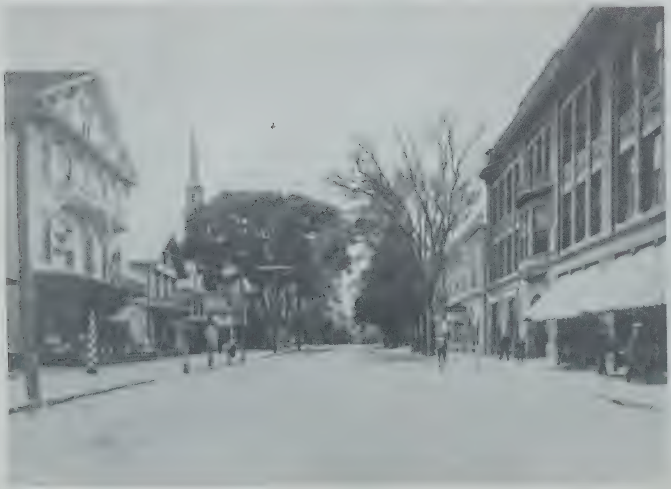
A view of the town taken from the old water tower on Forest Street, showing the C. D. Kingman home which became St. Luke's Hospital.



Middleborough Cooperative Bank. Building erected in 1842 as a chapel for the Central Congregational Society. Moved to rear of church when new bank building was constructed in 1928. Small building at left was the Charles W. Drake house, demolished to make way for Sullivan Building.

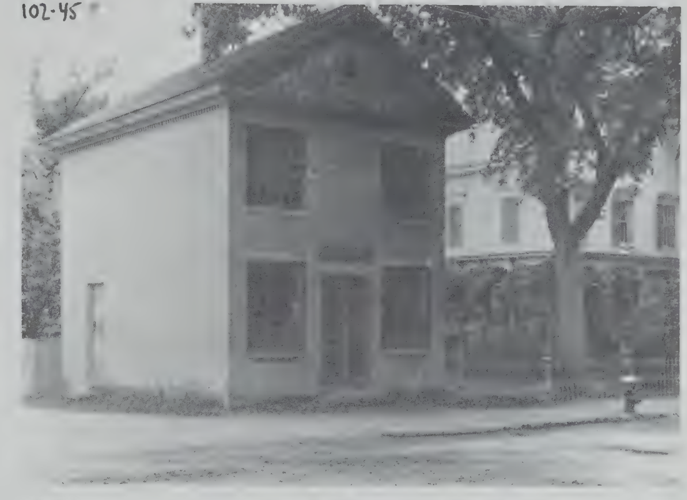


The Silas Wood house, South Main Street, built in 1771.

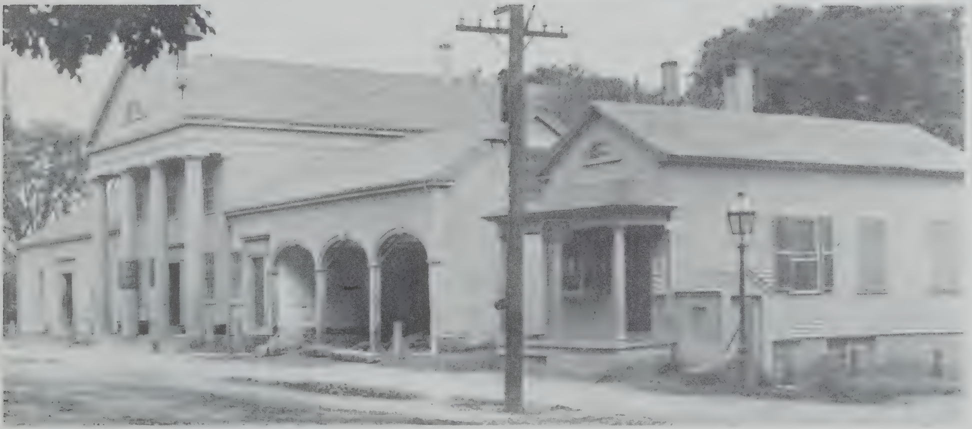


South Main Street, looking south from the Four Corners.

102-45



Everett Robinson law office showing the Robinson residence, North Main Street. Brick building thought to have been built about 1830 by Reland Tinkham.



P. H. Peirce Co., store, North Main Street, thought to have been built about 1819. A W.P.A. project in 1935 converted building to a police station and courthouse. Small shop at right, thought to have been built at same time as store, was moved to municipal playground in 1941. Later burned by vandals.

Right, Middleborough Public Library, North Main Street, built 1904, showing the Col. Peter H. Peirce house.

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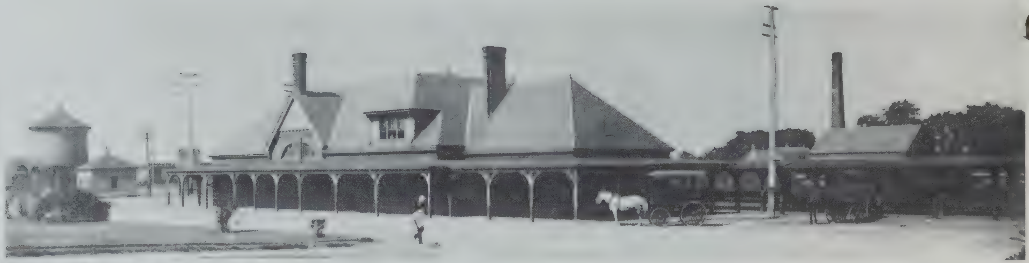
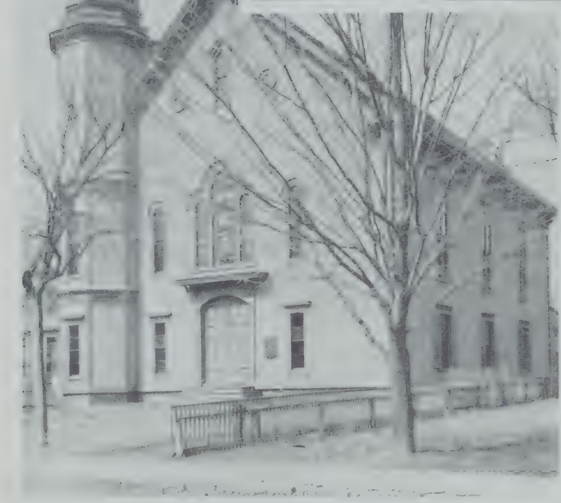
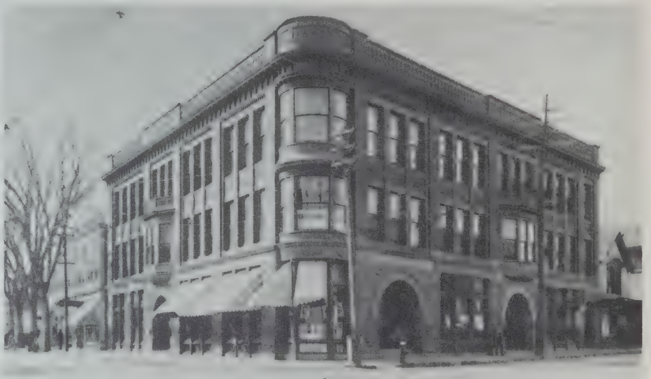


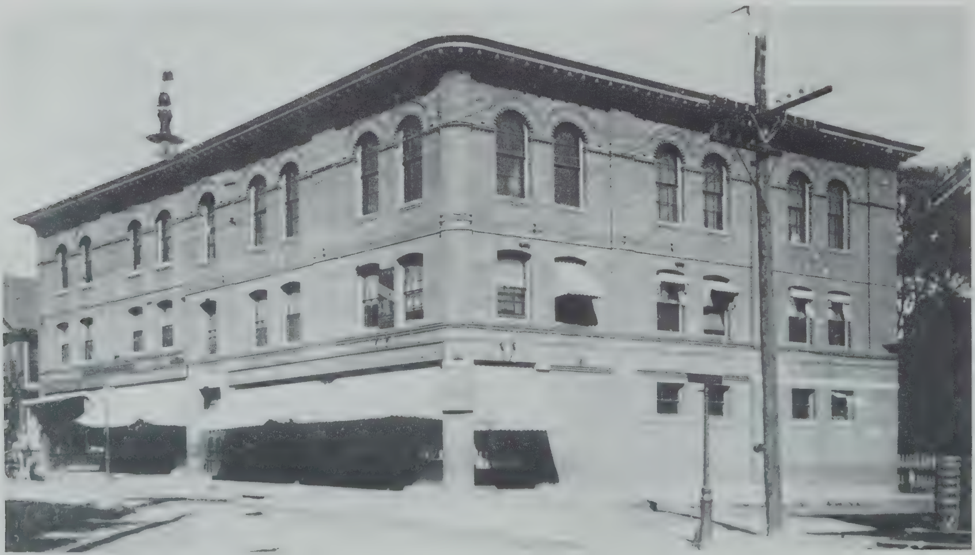
Middleboro Railroad Station, built in 1890.



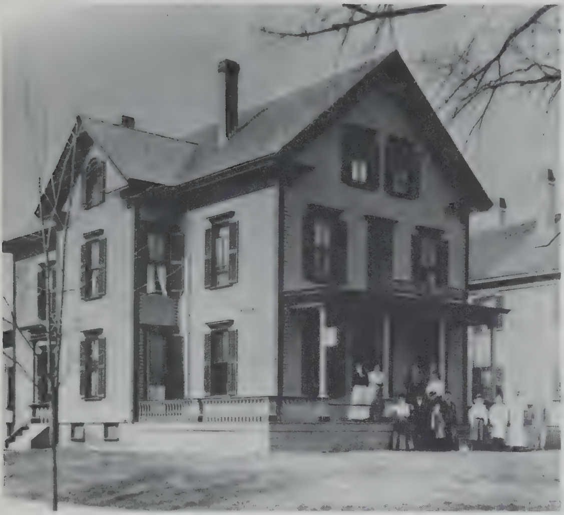
Central Methodist Church, School Street, built in 1831, as it appeared until 1957 when the church was remodelled into a handsome modern structure.



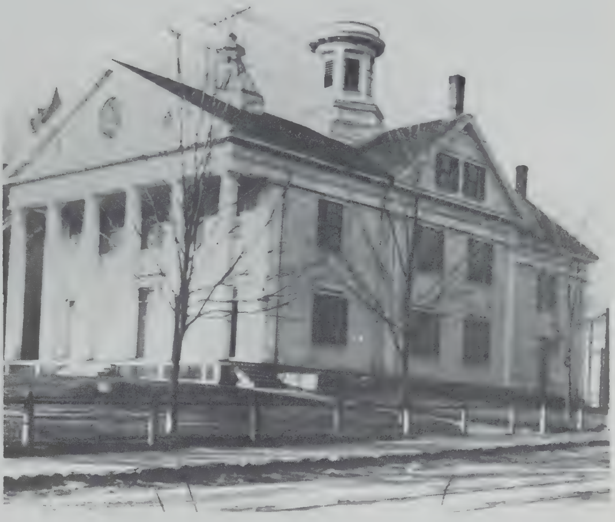
The Bank Block, southwest corner of Center Street, built in 1895. Houses the Middleborough Savings Bank and Middleborough Trust Company.



Glidden Building, corner Center and School Streets. Picture taken about 1910, when John H. Frank, whose name is on front of building, conducted a clothing store. Originally the Copeland Block, sold by D. D. Sullivan in 1926 to A. R. Glidden & Sons.

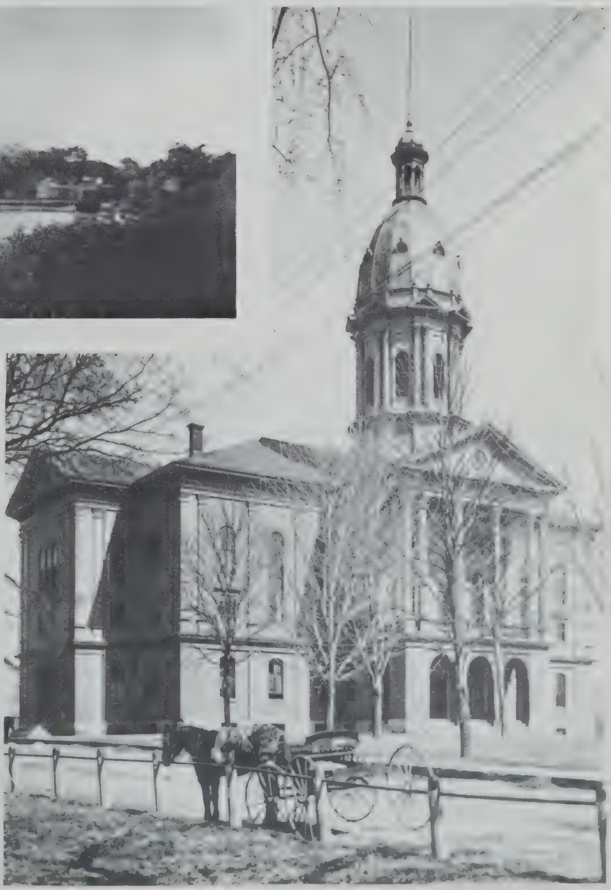


The Aragon Hotel, Center Street. An early hostelry that became the Aragon Hotel about 1900. Recent buildings erected in the forefront have made the old hotel almost unrecognizable.

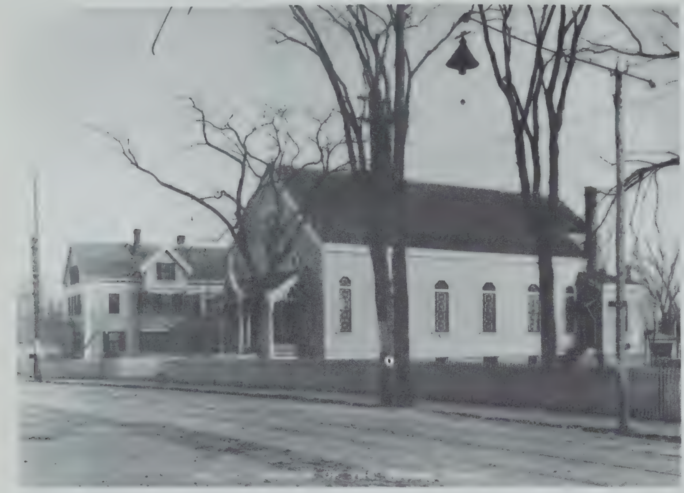


Peirce Academy, 1808-1932. Named for Major Levi Peirce who founded it. Became famous under the principalship of Professor Elisha T. P. Jenks. Demolished in 1932 to provide a site for the new post office.

Above, Star Mills. Originally a small cotton mill on the "lower dam" on East Main Street, the mill was incorporated in 1863 as Star Mills The mill expanded to become a woolen mill and operated until 1924, when it was closed by a strike. Now the site of Winthrop-Atkins Company.

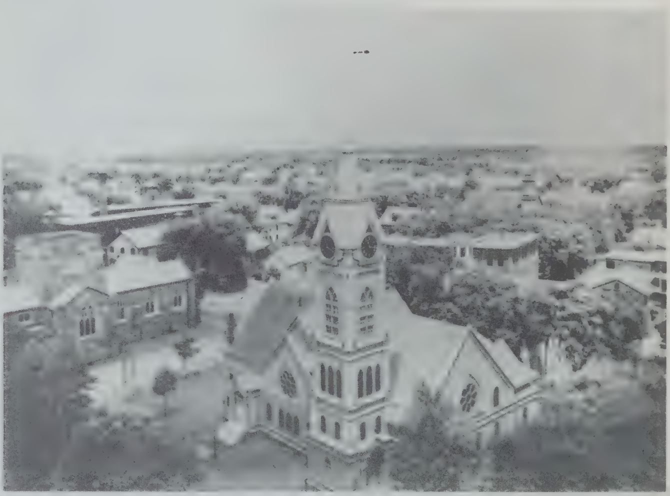


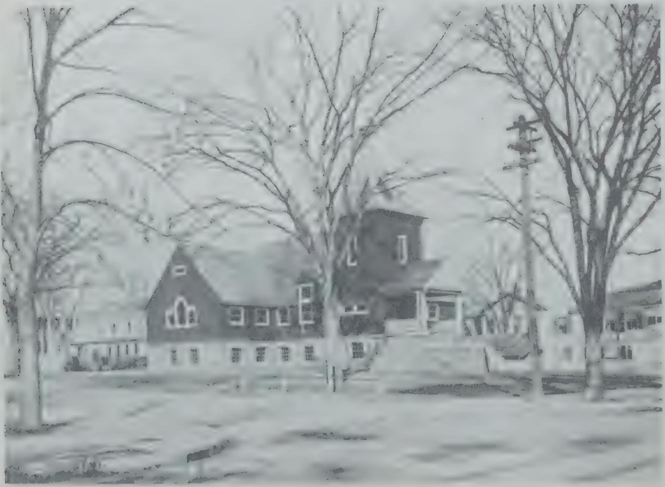
Right, Middleboro Town Hall, erected in 1873 to take the place of the old town house on the corner of South Main and West Grove Streets that served the town from 1798 to 1873.



Church of the Sacred Heart. The first meetings of the Sacred Heart Church were held in a hall in the P. H. Peirce store. In 1881, the church pictured was dedicated and used until 1918 when the present edifice was erected. The new church was built on the site of the rectory, shown at left of church. This building was moved to the west of the church, and replaced in 1935 by a new rectory.

Central Baptist Church. Constructed in 1889 to replace a colonial structure destroyed by fire. In 1964, the members voted to raze this edifice and build a modern brick church.





First Unitarian Church, moved in 1907 from its original site on Pearl Street to its present location on South Main Street.

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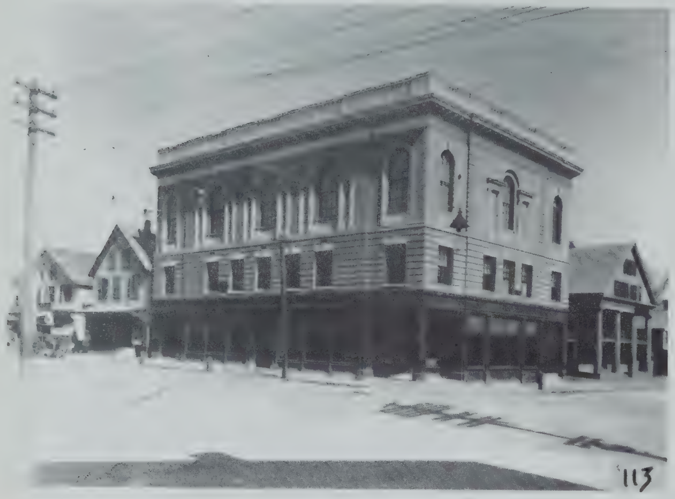
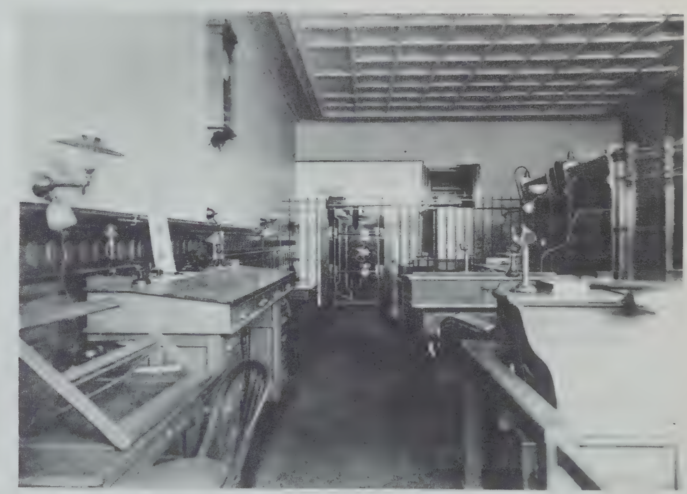
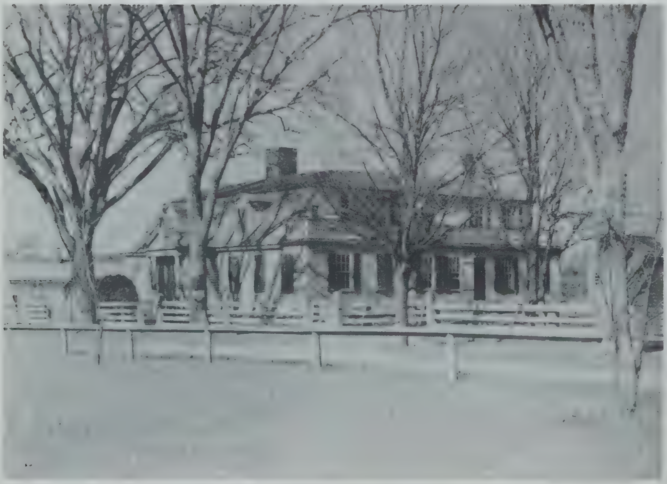


The Peirce Block built in 1900, northwest corner of South Main and Center Streets. Showing the Nemasket House on North Main Street and Peter Ramsey's barbershop on Center Street.

Interior of the Middleborough Trust Company when it was the Middleboro National Bank. In 1915 a state charter was applied for and granted, and the National Bank and the Middleborough Bank and Trust Company merged into one bank.





Judge Wilkes Wood house, South Main Street, built in the early 1700's in that part of town known as "Mortontown." Fernandes Plaza and branch of the Middleborough Trust Company now occupy the site.

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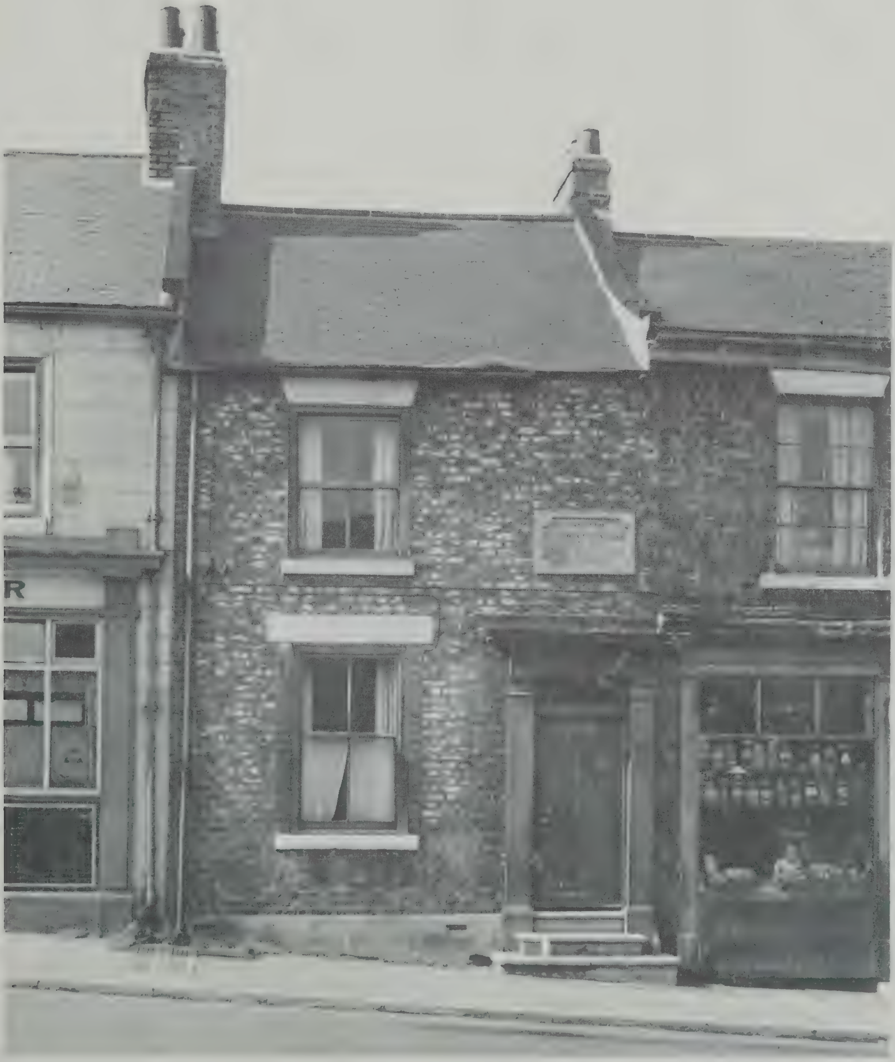
VOLUME XXI MARCH 1981 NUMBER 1



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## Middlesbrough, England and Middleborough, Massachusetts

by
Norman Moorsom
of
Middlesbrough, England

*My acquaintance with Mr. Norman Moorsom, author of the following article, began a few years ago when Mr. Moorsom requested some literature and information about Middleborough, Massachusetts, which he looked upon as a sister town to his own Middlesborough, England. The ensuing correspondence revealed Mr. Moorsom's interest in history and in his hobby of early railroading. In the exchange of letters, I asked Mr. Moorsom if he would not write an article about his town of Middlesborough for the Middleborough Antiquarian, which he generously consented to do.*

*Mr. Moorsom is the author of a booklet issued at the time of the 150th anniversary of Middlesbrough, 1850-1980, copies of which he has sent us. He has also sent some commemorative medals of the Stockton & Darlington Railway Company, illustrated herewith. If anyone would like to obtain one of the medals or a copy of the booklet, please contact the editor of the Antiquarian.*

### A Personal Note

I was born in Middlesbrough on October 10th, 1940, educated at Middlesbrough Boys' High School between 1952-59 and trained as a teacher at St. John's College of Education, York, from 1959-62. I spent ten years in teaching at secondary schools in and around Middlesbrough and for the last eight years I have combined my interest in Education and Museums as the Museum Schools Service Officer for the County of Cleveland. This is a Local Government authority which was established in April 1974 and extends from Hartlepool in the north to Staithes in the south.

In this professional context, I would like to take this opportunity of conveying my best wishes to those readers who are active in the same areas of activity. Indeed, I would be delighted to hear from any who would be interested in an exchange of ideas and/or literature relating to Education, Museums and Local History. I can be contacted at the following address:—

County Cleveland Museum Schools Service
Halifax Buildings
Exchange Place
MIDDLESBOROUGH
Cleveland, England

My interest in History goes back to my schooldays, when I was a keen cyclist and visited many places of local interest, including the historical town of Whitby and the cities of York and Durham. When I began my teaching career in 1962, I embarked upon a detailed study of the History of Middlesbrough, which continues to this day. Over the years, I have found a great deal of enjoyment in lecturing and writing on the subject and in 1964 I married the Reference Librarian who had been so helpful to me in my early researches.....

To me, the study of History is a means to an end, which is to attempt to touch the lives of generations long dead. This is particularly facinating in the context of Family History and Local History, where you are concerned with the lives of people whose blood runs in your own veins or who walked the streets of your own town. There can be no doubt that the broader aspects of History are an important factor in studying and evaluating the past, but I personally believe that the subject brings a special satisfaction when the facts and events are flavoured with imagination and emotion. I always find myself asking the question: "What must it have been like to live there then?"

Each one of us is a small link in the unending chain of History, with roots in the past, our own part to play in the present, and an opportunity of moulding the future. The quality of our own lives becomes more significant when viewed against the back-cloth of yesteryear and our plans and aspirations for the future can be tempered by an awareness of the experiences of past generations.

### THE NAME'S THE SAME (WELL, ALMOST.......)

In the Introduction to his "History of the town of Middleboro Massachusetts" (1906), Thomas Weston considered the possible origins of the actual name of the town He wrote:-

"This name may have been given on account of its location, midway between Plymouth and the residence of the Pokanoket chief or it may have come from the town of Middleboro in North Reading of York, England."

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXI 1981 NUMBER 1
Mertie E. Romaine ........ Editor

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I wonder how many of you reading this article, whether citizens of Middleboro, Mass., or of other American towns and cities, have any knowledge of the English town to which Thomas Weston referred. It is my intention in the following pages to introduce you to its history, and I am particularly pleased to be able to do so in the year 1980, which is being celebrated as the 150th anniversary of the founding of the modern town which bears an ancient name.

The English version of the place-name has never appeared as "Middleboro", the closest resemblance to that form being Middlesbro" in the 19th century. It is often incorrectly written as "Middlesborough", the correct spelling actually being "Middlesbrough", without the earlier "o". In ancient documents, a common rendering of the name was "Middleburgh", which gives a simple indication as to its historical origin, which will be considered in due course.

## PREHISTORIC MIDDLESBROUGH

It is impossible to say whether or not the site of Middlesbrough was actually occupied as a settlement before the time of recorded history. However, several relics of prehistoric periods have been discovered in and around the modern town, clearly indicating the presence of man several thousand years ago.

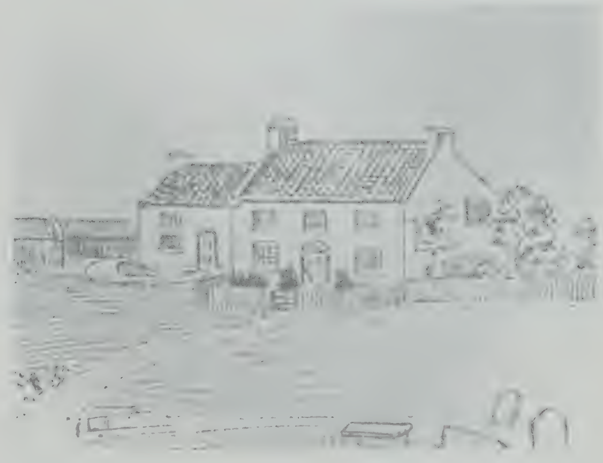
At one time, this whole area of Northern England was covered by dense forests, inhabited by animals which are no longer found in England in their natural states. What is now the River Tees, the principal artery for the numerous modern industries on which Middlesbrough depends, was probably a tributary of the River Rhine, at a time when the land bridge with Europe had sunk to form the North Sea and the English Channel. The trunk of one massive tree was dredged up below the river bed over a century ago and I remember it standing guard inside the main gate of the town's Albert Park until it was removed in the 1950's. Another tree had been used in the manufacture of a dugout canoe, which was also brought to light by a dredger. This, fortunately, has survived to the present time and is in the care of my colleague, the County Archaeologist. When this sturdy craft was in use on the Tees, the river itself would have shallow banks, making its way through several channels in an area of swamps and marshes. It was only in the 19th century that the river began to assume its present form, by means of a systematic programme of dredging the main channel and shoring up the banks.

From the Stone Age and the Bronze Age have survived several human skulls. Two of these were dredged up in the Tees, but one was actually unearthed in Durham Street during the digging of a drain in the older part of the modern town. I have been fortunate in having the opportunity of handling these remains, and it proved a very moving experience. I found myself wondering about the owner of the Durham Street skull, wondering if she had actually lived in the immediate area and daydreaming about the thoughts which had in the remote past, passed through that empty vacuum: The hopes and fears, the joys and sorrows of everyday life.

Over the years, many remains of the red deer have come to light, both in the buckets of the dredgers and in the ancient peat beds which exist in the area of the Tees itself and along the coast at Redcar. The nearest known Bronze Age settlement was behind the Eston Nab, a promontory of the Cleveland Hills, and one can easily imagine the hunters from this camp stalking their prey across the rolling expanses of the forests. The coastal regions and moorland areas of Cleveland County are rich in prehistoric burial mounds, or barrows, a solid proof of the extensive presence of early man in this north-eastern corner of England.

## MONASTIC MIDDLESBROUGH

In view of the fact that there is a road in the Linthorpe area of Middlesbrough which is known as "Roman Road," a theory has emerged that there must have been a settlement here during that period of our island's history. Furthermore, the "burgh" ending of the ancient place-name can actually denote a fortified camp or settlement. However, it is accepted by a number of well-known authorities on Roman Britain that there is no valid historical evidence for such a supposition.



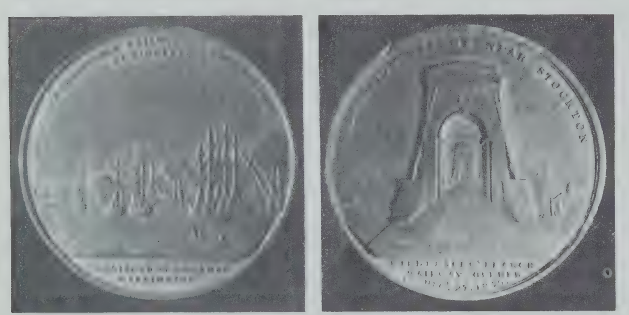
**A MIDDLESBROUGH FARM HOUSE**
**1808**

* * *

Roman Road does in fact follow the line of an ancient footway, but it was that of a "sailors' trod". There was a network of these "trods" in the area, their function being to allow seamen to walk from port to port in order to seek employment. Other local "trods" were used by monks, as they journeyed between the numerous religious houses in the North of England. It is in this latter context that we find the first indications of an actual settlement known as "Middlesbrough".

Whitby Abbey was founded in the year 657 A.D. and the monastery on the site of the present Durham Cathedral was established in the 10th century. The monks used to travel the 40-50 intervening miles in order to keep in tough with each other and they found it necessary to break their journey at a "middle place" on the south bank of the River Tees. Here they built a small church in which to observe their frequent religious devotions, and this church became the centre of a monastery for twelve monks. They were followers of the Order of St. Benedict and moved north from Whitby Abbey itself in order to man this small outpost of the Mother Church. The first Abbess of Whitby was St. Hilda, who died there in the year 680 A.D. and the Church at Middlesbrough was dedicated to her name.

The earliest known reference to the Middlesbrough Church dates from the year 1080, when it was given to Whitby Abbey by Hugh, the Earl of Chester. His gift also included areas of land, and this example was to be followed by other local landowners There is evidence of a whole series of medieval grants whereby lands in Middlesbrough and its immediate vicinity were given to the monks of Whitby. These lands were situated in independent hamlets and villages which have all been swallowed up by the modern expansion of industrial Middlesbrough. Their names survive as postal districts of the urban grant which overran them, Acklam, Linthorpe, Ayresome, Longlands and Tollesby amongst others. Acklam appears by name in the Domesday Book of 1086, a national survey whereby William the Conqueror assessed the value of his realm.



**A COMMEMORATIVE MEDAL**
**MIDDLESBROUGH 1830-1880**

Face: Stockton & Darlington Railway Co.,
coal staiths
Reverse: Suspension bridge near Stockton,
Middlesbrough Branch
Railway opened, Dec. 27, 1830.

The de Brus family came over to England with Duke William of Normandy in the year 1066 and became established as Lords of the Manor of Skelton in Cleveland. In 1119, Robert de Brus gave additional lands to the Church at Middlebrough, and from this date it was regarded as a Priory. Just over 400 years later, it was swept away during the Dissolution of the Monasteries (1536-39) in the reign of King Henry VIII. This is not to say that the monasteries were deliberately destroyed, but that they were wrested from the control of the Church and became the property of the Crown.

As the years passed by, the actual Church building at Middlesbrough fell into a ruinous state, having apparently been used at one time as a home by one of the local landowners. This was an agricultural community in which stone was needed for the erection of new buildings and the repair of old ones, and the Priory Church was used as a ready quarry. In the course of time, all that remained was the shell of the building, standing on an elevated area of land which was surrounded by marshes. This hill must have existed as a "middle place" in a watery landscape for many centuries and it has been suggested that this fact provides an alternative explanation for the origin for our place-name.

Probably about the year 1700, a farmer whose name has not come down to us decided that he would like to build a dwelling-house on this desirable site and found himself faced with a choice in terms of a course of action. He could either completely clear the site and build his house from the foundations, or he could utilise the remains of the Priory as they stood. As far as establishing the historical development of the site is concerned, it is fortunate that he decided to do the latter, actually building his house round the shell of the Norman Church.

**Continued in the next issue.........**

## MEMORIAL DAY, 1910

In the Memorial Day Parade of 1910 these ten men, Civil War veterans, represented E. W. Pierce Post 8 of the Grand Army of the Republic that was so proudly organized in 1867 with eighteen charter members. They marched and carried the national banner aloft in 1910, but in 1918 a notice appeared in the Middleboro Gazette stating that the G.A.R. members would no longer be able to carry out their custom of visiting the schools on the day before Memorial Day because the few remaining members were unable physically to perform this task. Memorial Day in the schools was never again quite the same.

The Post was named for Ebenezer W. Pierce of Assonet, who had an enviable war record, having been the hero of many battles of the Civil War. His right arm was carried away by a cannon ball in the fighting before Richmond, and he fought all the way to Appomattox, often seen riding with the bridle rein in his teeth and a sword in his hand.

The last surviving member of E. W. Pierce Post 8 was George Washington Thomas who died in his 101st year in the house in Plympton, Massachusetts, in which he was born.

The Post met until 1958 in the old fire engine house on School Street. When that buidling was demolished in that year, all the articles belonging to the Post were placed temporarily in the attic of the Middleborough Public Library. When the Middleborough Historical Museum was established in 1960, the belongings of the Post were transferred to the Museum and formed the nucleus of a Civil War Room.

MEMORIAL DAY PARADE
1910

**Richard G. Woodbridge**

Pastor of the Central Congregational Church 1893-1901

The Reverend Richard G. Woodbridge was an esteemed citizen of the town during his pastorate at the Central Congregational Church, taking an active part in town affairs. It was he who instigated a series of concerts and lectures known as the Citizen's Course, a cultural event that brought outstanding talent to the Town Hall in Middleboro during the winter months from the late 1890's to the 1920's.

While serving as pastor of the Middleboro church, Mr. Woodbridge wrote and preached a sermon entitled, "The Power of Gentleness." The sermon was awarded a prize of $1000 by the New York Herald. With the money, Mr. Woodbridge purchased and presented to the church a new communion set. A two-tiered wooden carrier with a handle on top, the two shelves were equipped with holes to hold twenty or thirty tiny glasses of wine. As these small carriers were passed from hand to hand by people in the pews, to an imaginative child seated in the balcony for the duration of the communion service, these little carriers looked like diminutive electric cars. One of the communion sets is preserved in the Middleborough Historical Museum.

These communion sets were used by the church until about 1960, when the White Church Guild presented the Church with a very handsome silver communion set.

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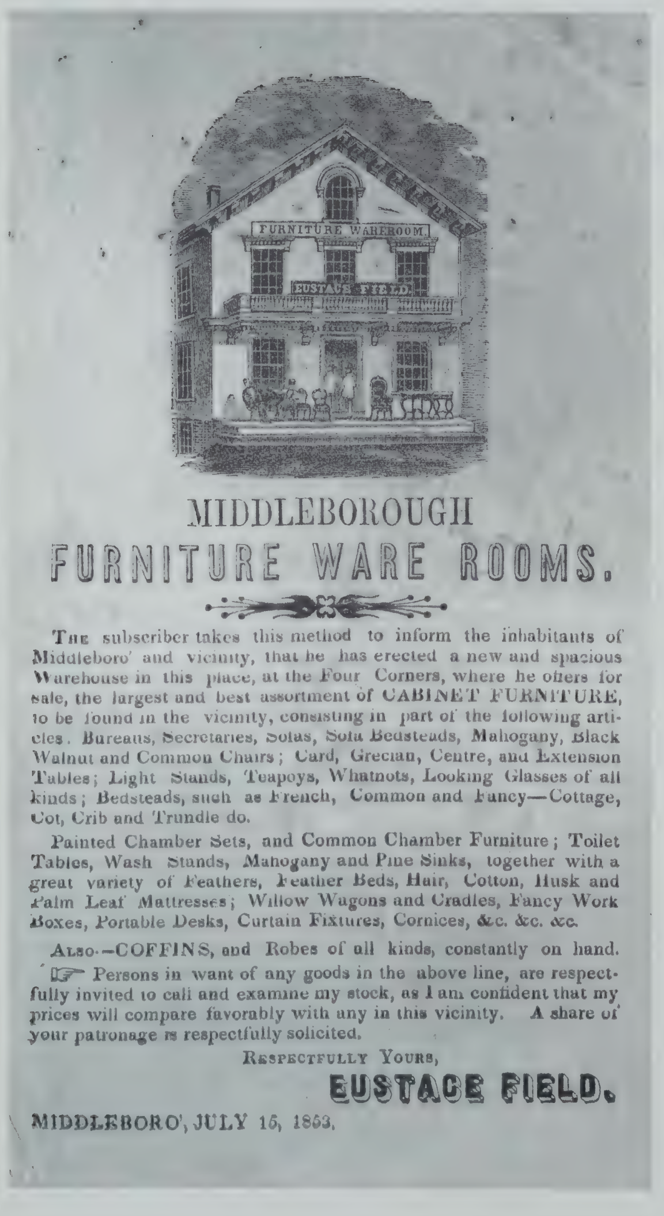
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EUSTACE FIELD.

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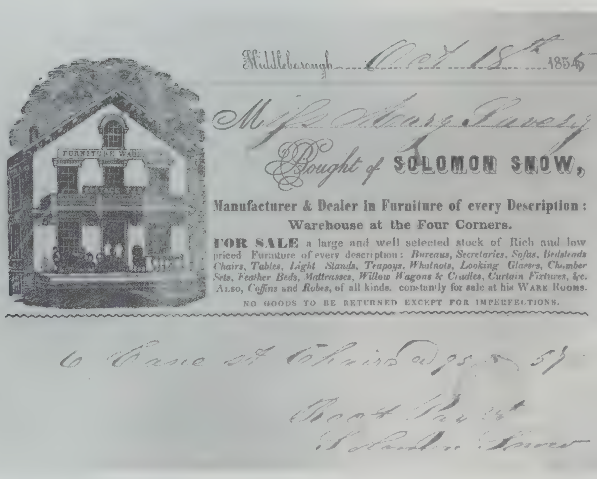
MIDDLEBORO', JULY 15, 1853.

### 1855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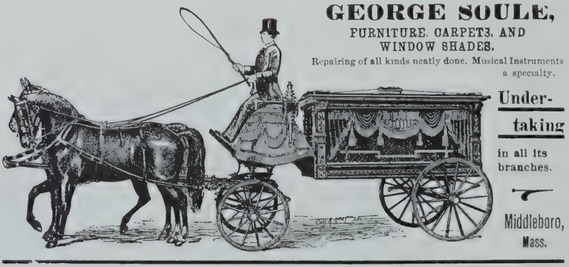
### 1857

George Soule was the next occupant of the ornate Victorian building at 14 South Main Street. His advertisements in early Middleboro Business Directories state that his business was established in 1825. The first location was in a building at the corner of South Main and Water (Wareham) Streets which served as Mr. Soule's dwelling place and his place of business in which his wife also had millinery rooms.

Two years after Solomon Snow departed from the building, ca. 1857, Mr. Soule moved his business a short distance south into the former Snow location. He operated the firm until his death in 1876.



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The remnants of this hearse, or one similar to it, used by the Soule undertaking firm, has been housed in Lakeville by the Lakeville Historical Society. Arrangements are in progress by the Society to move the hearse to the carriage shed on the grounds of the Middleborough Historical Museum. It seems particularly appropriate the hearse should return to Middleboro where it was used for so many years by the Soule family business.

After Mr. Soule's death, the business, (furniture and undertaking) was continued by Mr. Soule's sons, George Lewis and Charles W. Soule. In 1907, the owner became William L. Soule, a grandson of George Soule. In 1937, the funiture business was acquired by William Egger, and the undertaking section by Clarence H. Hayward. Mr. Egger conducted the furniture business until his death in 1951, after which John Mitchell, a nephew-in-law, became the owner. Mr. Mitchell died suddenly in 1965 whereupon his wife, Martha Perkins Mitchell, assumed management of the business until it was purchased in 1979 by Robert H. Saquet, the present owner.

During these many changes the building itself lost its quaint Victorian appearance and became a modern business block as it is today.

### THE ABIEL WASHBURN HOUSE

Located at Muttock and built when this section of the town was the scene of thriving industry following the Revolutionary War. General Washburn wielded strong influence in town affairs. He died at the age of eighty in 1841. The old store was burned in 1963, but the Washburn house still stands, now a part of the campground operated by K.O.A.

* * *

## TWO TOWN WAYS NAMED FOR ISAAC HOWLAND

In the issue of the Brockton *Enterprise* for March 10, 1949, is the following comment:

The early history of Middleboro came to the fore at a meeting of the Middleboro selectmen this week. The last town meeting voted to accept two new streets on a development as town ways. They were named Williams Street and Williams Court.

Selectman W. J. MacDougall called attention to the confusion which might result in having a Williams Way and a Williams Court in one part of the town while there is a Williams Place in another part of the town, already a town way. He figured it would be baffling to firemen if they received a call for service.

Mr. MacDougall proposed that the street names be designated by the selectmen as Howland Street and Howland Court. He said it was time the names of some of Middleboro's great of the early days received recognition by naming highways for them.

He was Isaac Howland, born in 1645, it is believed, as the definite records of the town were destroyed in the fire the Indians started in the little settlement of Middleboro which destroyed it, incidental to King Philip's War. His father was John Howland, a Mayflower passenger.

Isaac was a leader in public affairs and town meetings were often held in his home, on the west side of the road opposite the home of the late Thomas Pratt.

Isaac owned the land on which the present Town Hall stands and he also bought shares in Middleboro from the Indians in the Sixteen Shilling Purchase, also in the Twenty-Six Men's Purchase. He was a Middleboro selectman in the 1680's, a representative to the colonial general court in 1689, 1690, and 1691.

He married Elizabeth, a daughter of George Vaughn, and in 1684 he kept an inn in Middleboro.

Isaac Howland was a member of the council which was in charge of the defense of Middleboro. He was with the men at the fort, which stood on North Main Street on the site now occupied by Grange Hall. John Tomson was in charge at the fort. That was in 1675, when the Indians were on the warpath. A company of Indians were on the opposite side of the Nemasket River, near Indian Rock, which is still in the field on the hill. The Indians reportedly engaged in pantomime of contempt.

*(The legend has been handed down that on this occasion, from the fort, John Tomson shot an Indian standing on the rock.)*

# TWIGS & BRANCHES
of
Olde Middleborough
in
Plymouth County
Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

Early life in Middleborough was not a calm, serene day-to-day existence but rather it was one of imminent dangers and conflicts. King Philip's War was probably the most noted but it certainly was not the first of the Indian outbreaks and wars with the colonists. Earlier when Middleborough had only been incorporated but two years, a war with the Awashonks was anticipated and Plymouth Colony was ordered by the English to raise an armed force of two hundred and two men...of which Middleborough was asked to furnish two men. However, the Awashonks agreed to the demands of the English, so the matter of starting a war was dropped. In December of 1673 a war with the Dutch at New York seemed about to become a reality. . . . . . . . but again the differences were settled peaceably.

Then came the trouble with King Philip and this time the War cloud did not go away. At this time there were about sixteen (16) families of European descent or origin in what is now Middleborough. All members of these sixteen families considered able to bear arms probably were placed under the command of Lt. John Thompson in that section of Middleborough which became Halifax. He had a group of sixteen under his command and they were garrisoned at a house near what is now called the Four Corners. According to accounts, only one man from Middleborough was slain and that was Robert Dawson. There is some confusion on this man's name. ....some records give the surname as Danson and others call him George Dawson but there seems little doubt but what the references are all to the same person.

In 1689 Middleborough was being asked to do its part by furnishing one soldier and one musket and fourteen (14#) pounds to help defray the costs of fighting the war. This tax was to be paid on or before the 25th day of November 1689 with one third of the amount in money, one third to be paid in grain and one third in beef and pork.

In 1690 Middleborough was asked to furnish soldiers for an expedition to Albany and on June 5th of the same year there came a request for three (3) soldiers to aid in the expedition to Canada. Thomas Thompson and James Soule were sentenced to pay a fine of four pounds in money due to their refusal to go on the expedition. Two companies from the Plymouth County area sailed from the port on the 27th of June in 1690.

Governor Dummer's War, as it was called, commenced in 1717 and ended in 1723. The town of Middleborough kept the military companies intact and ready for duty. It was these groups of men who formed the militia companies of the Revolutionary War. When the War of the Revolution started, the following officers held commissions for Middleborough:

| | |
|---|---|
| Major of the 1st Regiment | Ebenezer Sproutt |
| First Company | Nathaniel Wood, Captain |
| Second Company | Nathaniel Smith, Captain<br>Nehemiah Allen, Lieutenant<br>Samuel Barrows, Ensign |
| Third Company | Benjamin White, Captain |
| Fourth Company | William Canedy, Captain<br>John Nelson, Lieutenant |

The first mill in Middleborough was designed for grinding corn and was near the spot later used by the Star Mills. By having their own mill, the people of Middleborough were able to save what was then a two-day journey to Plymouth and back.

William Hoskins was the first town clerk of Middleborough and the town voted to give him a load of fish, taken at the herring weir and delivered to his house for his service for one year as town clerk. This was in 1681. He served at least twelve (12) years as the town clerk of Middleborough. William Hoskins arrived from England about 1633 and was one of the freemen for that year. He married twice, first to Sarah Cushman and second to Ann Hynes or Hinds. Although there are no records to prove it, it is thought that Hoskins was first elected as town clerk in 1669 and that he continued in the office until 1693.

Most of the early records of Middleborough were destroyed during the Indian Wars when the town was burned. Hoskins lived in Scituate, Plymouth and Taunton as well as at Middleborough. His daughter Sarah was born 16 September 1636, a son William was born 30 November 1647 and the son Samuel was born on the 8th of August in 1654.

Another account gives his children as Elizabeth born in 1646 who married about July 1666 Ephraim Tilson and perhaps a daughter Mary who married an Edward Cobb and a daughter Sarah who married Benjamin Edson. Both Sarah and Mary are said to have married in 1660.

The grist mill which was on the site of what later was the Star Mills was burned by the Indians and was rebuilt. It was later owned by Francis Coombs and after his death the mill was operated by Coombs' daughter.

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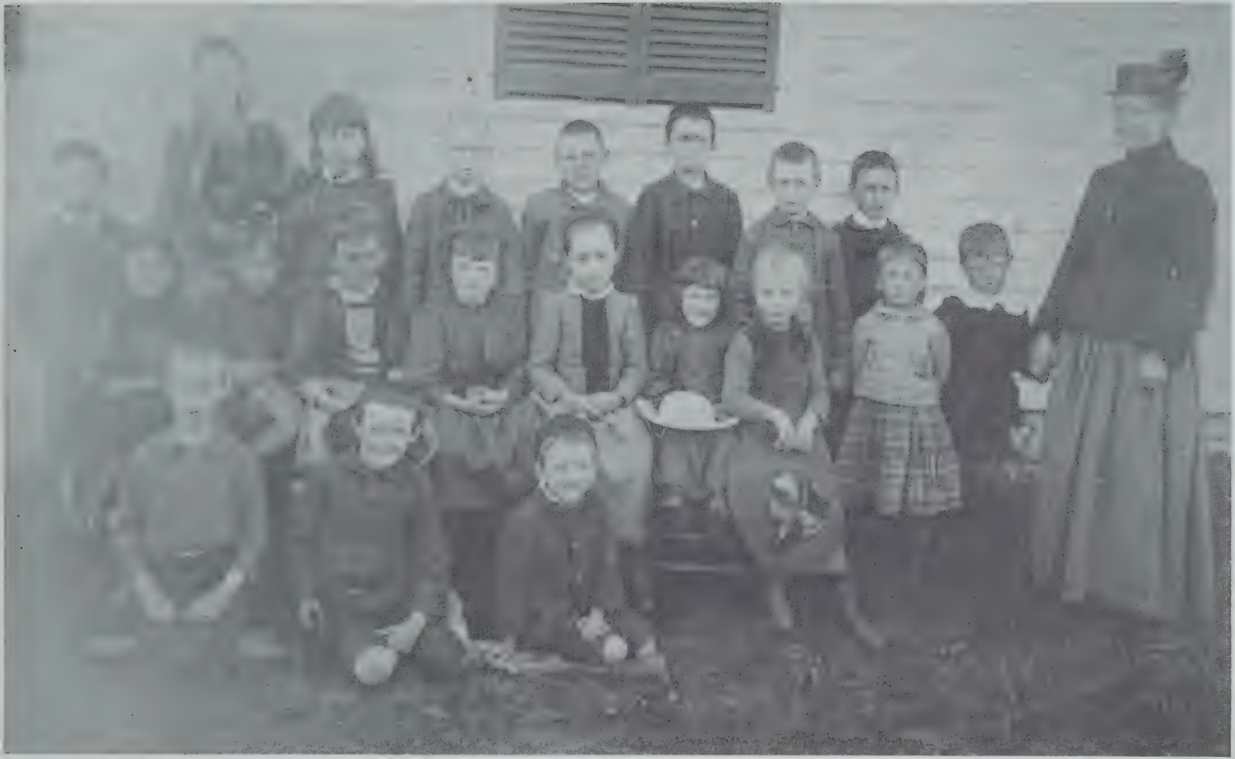

NORTH MIDDLEBORO SCHOOL 1891

Front row: Ralph Hysler, Jimmy Murray, Willie Murray,
Second row: Annie Dorr, Lena Richmond, Barbara
Parker, Annie Noonan, Hattie Whitmarsh,
Marion Richmond, Julia Weatherby, ------,
Theo Davis.
Back row: Chester Davis, Lizzie Murray, Florence Davis,
Arthur Gibbs, Elmer Benson, Andrew Murray,
John Noonan, Parker boy, Christopher Reed.
Miss Clara Eaton, Teacher

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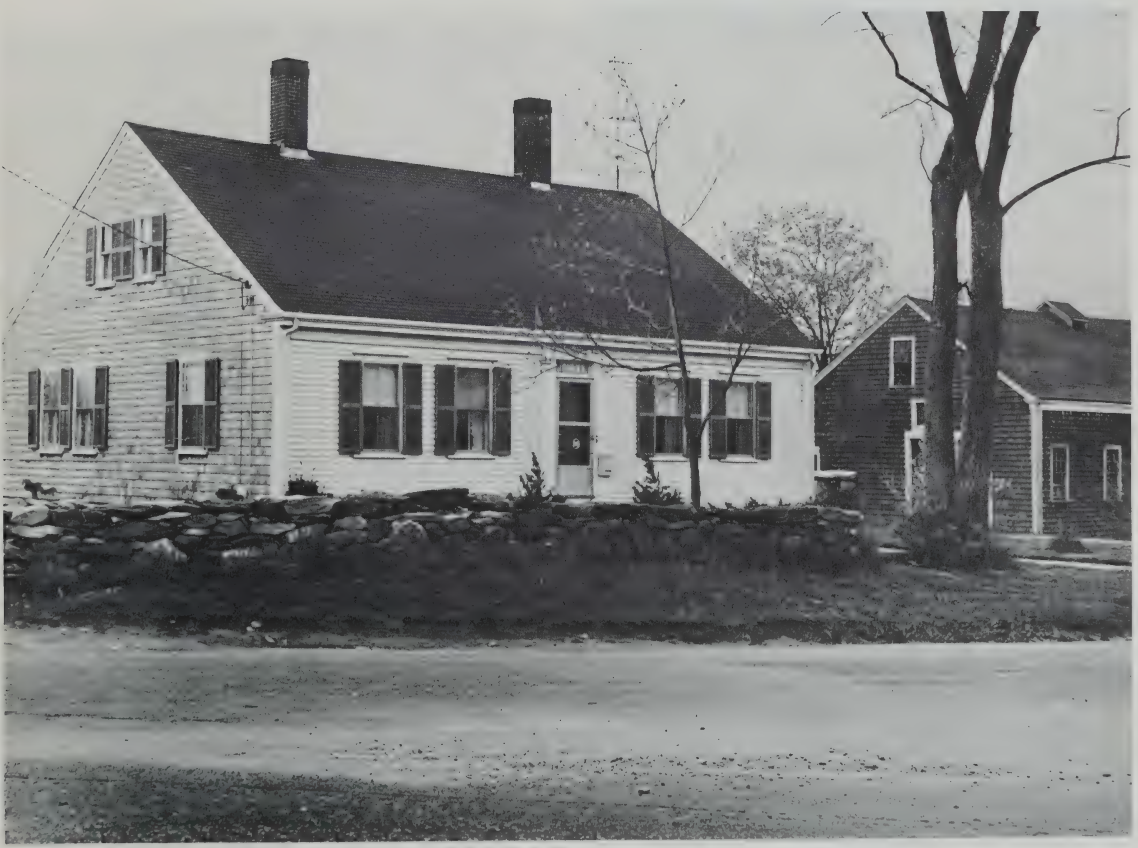

THE ISAAC THOMPSON HOMESTEAD
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OVER TWO HUNDRED YEARS OLD
OCCUPIED TODAY BY A DESCENDANT,
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## THE ISAAC THOMPSON HOMESTEAD

This venerable home is one of the interesting old landmarks in Middleboro. Deeds for the house have been traced back to 1804, but it is thought to have been built several years before that. The family Bible records a child's birth in that year.

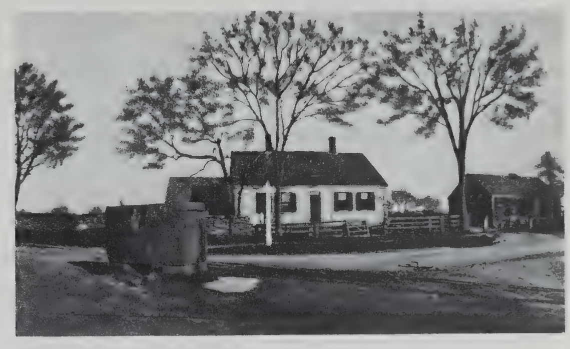
Isaac Thompson was the father of Deborah A. Thompson, who married Amos B. Paun, M.D. Dr. Paun was the father of the late Edgar A. Paun and grandfather of Mrs. Ruth Maleski, the present occupant, and of Edgar A. Paun, Jr., who built a house next door on the Thompson land. It is said that Isaac Thompson's land extended to the Nemasket River in the rear of the homestead.

Dr. Amos Paun and his wife lived most of their lives in the home on Oak Street now occupied by Mrs. Ruth McCrillis. This house was moved by ox team from Thompson Street where it was the home of early generations of the Thompson family.

Isaac Thompson died in 1900 and various families resided in the old homestead, among them the Caswell family that included Chester Caswell, Edwin Caswell, who for many years was a local letter carrier, and their several sisters. Dr. Tallman, a well-known veterinarian, and his family also lived there, and were occupying the house when Edgar A. Paun and his wife decided to move into the old family home and the Tallmans moved elsewhere.

A year after Mr. Paun's death in 1947, Mr. and Mrs. Maleski made the homestead their residence. In the many years of its existence, the house remained in the ownership of one family.

On the night of February 10, 1981, the fine old barn was burned to the ground. It was a serious loss to Mr. and Mrs. Maleski, who lost their car, Mr. Maleski's well-equipped tool shop and many antiques stored in the barn. A new garage has been built, but it can never take the place of the spacious old barn that had stood through generations and become an historic landmark.



The Isaac Thompson house about 1900. This picture was taken by John H. Frank who from 1903 to 1913 owned a dry goods store in what is now the Glidden Building. It is interesting to note the old watering trough, one of three still in existence: at Oak and North Streets, Montello and East Main Streets, and at the Middleborough Historical Museum.

* * *

## THE HISTORIES OF MIDDLEBORO

Frequent inquiries are received regarding the histories of Middleboro. Both volumes, Volume I by Thomas Weston (1620-1905) and Volume II by Mertie E. Romaine, (1905-1965) are available at the Middleborough Public Library at $15.00 each. The volumes are bound in identical bindings and are of the same size so as to present an attractive appearance on library shelves.

* * *

MIDDLEBOROUGH ANTIQUARIAN

Middleboro, Mass.

VOLUME XXI 1981 NUMBER 2

Mertie E. Romaine .......... Editor

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# MIDDLESBROUGH, ENGLAND

by
Norman Moorsom
Part II

## THE MIDDLESBROUGH FARM

In 1808, this same Middlesbrough Farm was acquired by Mr. William Chilton of Billingham, who leased it for a 21-year period to John Whinfield Parrington. Little were they to know at that time that this was to be the beginning of the last chapter in the story of the Middlesbrough Farm as an agricultural concern. Its very situation on well-drained land close to the River Tees was later to be a cause of considerable interest to a Northern business consortium.

In the meantime, however, life on the farm followed the annual pattern of the seasons and the Parringtons, John and his wife Rebecca, raised a family of six sons. The land was good and the farm prospered, with a regular rotation of crops on the arable land and what became a famous herd of short-horn cattle living on the lush pastures. Middlesbrough no longer had a church of its own and the family joined the procession which each Sabbath wended its way along the country lanes for services at Acklam. It is possible to make this same journey today, but those old country lanes are now covered by streets and the fields and hedgerows have given way to shops and houses.

The Industrial Revolution had begun in England in the 18th century, but it did not have any effect on this quiet corner of north-east Yorkshire, where life was dependent upon the fruitfulness of the land and not the power of the machine. In the 1820's, however, were heard the first rumblings of those mechanical monsters which were to precipitate Middlesbrough towards its own renaissance.

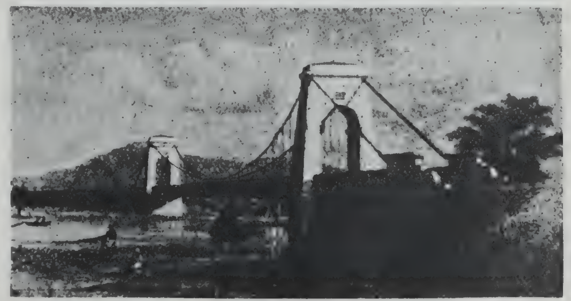
## THE BIRTH OF MODERN MIDDLESBROUGH

September 27th 1825 saw the opening of the main line of the Stockton and Darlington Railway, as a means of transporting coal from the Durham pits to large centres of population. The principal aim of the proprietors was to reduce the price of coal for inland sale by means of steam locomotives, as a more economical method than the use of simple horse-power. In this they succeeded, and within a very short period of time they decided to turn their attention towards the export coal trade, in which the ports of the Rivers Tyne and Wear were already actively engaged.

The first coal was shipped from the port of Stockton, on the River Tees, in January 1826, but this was not to prove to be the birth of a successful venture in its own right. The navigation of the Tees up to Stockton was very difficult because of its tortuous course and the frequent occurrence of sand-banks. Furthermore, the river itself at the Stockton coal staiths was only deep enough to accomodate vessels of a small tonnage, and it soon became clear that the prospects for the new export trade were very poor. Within a few months of the first shipment being made from Stockton, surveys were made on both sides of the Tees, with a view to the construction of a new branch railway to a place of naturally deeper water nearer the sea.

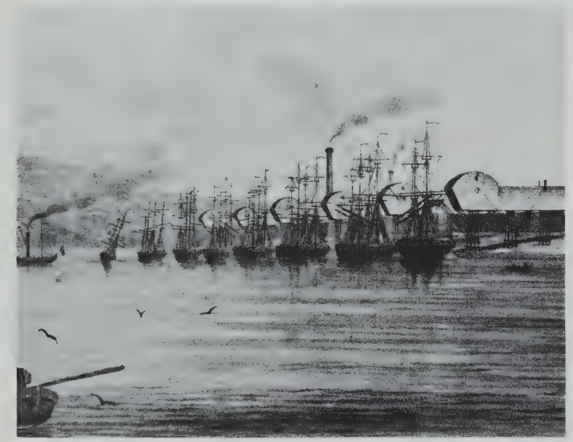
The choice lay between Haverton Hill, on the north bank of the river, in County Durham and Middlesbrough, on the south bank, in the North Riding of Yorkshire. The route to the latter was shorter and cheaper, and the banks of the river there could be better adapted for the erection of coal-shipping staiths (or jetties). For these reasons, the Stockton & Darlington Railway Company decided in 1827 that they would instigate all the necessary arrangements for promoting the Middlesbrough Branch Railway. A special Act of Parliament was required to legalise the project and this received the Royal Assent in May 1828. An area of twelve acres of riverside land was purchased from Mr. Thomas Hustler, Lord of the Manor of Acklam, and contractors were appointed for the construction of the actual railway line and a suspension bridge to carry it across the River Tees between Stockton and Thornaby.

The Middlesbrough Branch Railway was a means to an end and did not constitute the whole of the undertaking involved in re-establishing the future prosperity of the export coal trade. A great deal of planning and effort went into the construction of a series of six coal staiths on Thomas Hustler's land and the name given to this area was "Port Darlington". It was designed by Timothy Hackworth of New Shildon, who also designed the "Globe" locomotive for use on the new branch railway. Hackworth was a skilful engineer who had already been involved in numerous projects for the Railway Company and who tends to be overlooked when railway pioneering credit is being given to George and Robert Stephenson.



Middlesbrough, England Branch Railway Suspension Bridge 1830

The construction of the Middlesbrough Branch Railway and the shipping facilities at Port Darlington was carried on at the same time, but the former was actually the first to be completed. It was formally opened on December 27th,1830, when the "Globe" drew the first train of coal for shipment at Port Darlington, where the work of construction was still in hand in 1833. From the time of the initial realisation that the Stockton staiths were inadequate, over four years had elapsed before the Middlesbrough extension was operational and the opening ceremony was an occasion for great rejoicing. The six coal staiths were situated at right angles to an approach gallery which was almost a quarter of a mile long and tables were set out in the latter for a reception at which 600 guests enjoyed refreshments. It was along this gallery that the "black gold" of County Durham was drawn by horse-power in wagons which had been unhitched from the locomotive engine and raised by steam power to the level of the staiths, from which they were then discharged into the holds of the ships bound for London and other ports in the South.



Coal Shipping Staiths, Port Darlington, Middlesbrough, England, 1830

It is often said that Middlesbrough is in origin a railway town, but this is strictly not true. The Railway Company was only concerned about the extension of its commercial enterprises at Port Darlington, with no intention of founding an ancillary community for the benefit of workers whose labors were to bring the proprietors so much financial reward. The inspiration for the proposal to establish the town of Middlesbrough to the east of the shipping staiths came from Joseph Pease, of Darlington, a Director of the Railway Company whose father, Edward Pease, is remembered as "The Father of Railways".

As early as 1828, Joseph Pease had seen the need for residential accommondation for the workers at Port Darlington and recognised the potential of the Middlesbrough Farm lands for the establishment of a new town. Together with five colleagues he purchased the entire farm of over 500 acres from Mr. William Chilton of Billingham and a town plan was surveyed by Richard Otley on a site of some 32 acres close to the River Tees. So confident were these "Owners of the Middlesbrough Estate" in the soundness of this venture that they began to sell building lots in early 1830, at the same time that the construction of Port Darlington itself was just beginning. The first house in the town was actually erected in the April by George Chapman.

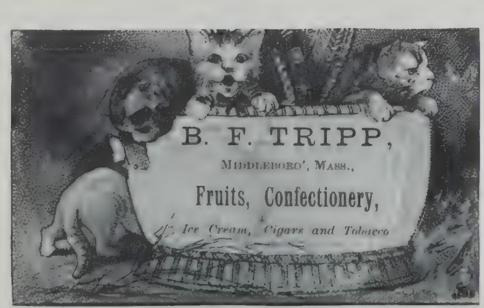
From the vantage point of 1980, it is easy to look back in time and fail to appreciate the vision and foresight of men like Joseph Pease, who created an industry and a town from "scratch". Pease himself was a diarist, and his own thoughts on this subject are crystal clear in his entry for August 18th 1828, after a visit to Middlesbrough:—

> "Rose early this morning and accompanied by W. Backhouse" James and Jonathan and Chas. Ianson took boat and entering the Tees Mouth sailed up to Middlesbro to take a view of the proposed termination of the contemplated extension for the Railway, was much pleased with the place altogether. Its adaptation to the purpose far exceeded any anticipation I had formed, the rising piece of land on which the Farm House of Middlesbro stands is peculiar and there remain many traces of this mound having been the site of more important buildings, there is a burial ground to which a very reasonable tradition asserts a Church or Chapel was attached in olden times, whether it stood where the waves now flow may be disputed but it does not seem improbable as remains of such an erection are visible. Imagination here had ample scope in fancying a coming day when the bare fields we were then traversing will be covered with a busy multitude and numerous vessels crowding to these banks denote the busy Seaport. Time however must roll many successive annual tides ere so important a change is effected, but who that has considered the nature and extent of British enterprise commerce and industry will pretend to take his stand on this spot and pointing the finger of scorn at these visions exclaim, that will never be? If such a one appears he and I are at issue. I believe it will."

* * *

In 1980 we are celebrating the 150th anniversary of the birth of modern Middlesbrough and the establishment of its first industry at Port Darlington. The year has been marked with a whole series of events and activities, which could well form the basis of a feature article. In concluding my present account, however, I will quote from my little booklet entitled "Middlesbrough 150", which was published as a souvenir for this year's anniversary. Having detailed a number of anecdotes relating to Tom Parrington, the youngest son of John and Rebecca of the Middlesbrough Farm, who was actually born in the old house on June 30th 1818, I commented on the way in which my own historical researches led to the establishment of a personal link with the very birth of my own home town. Tom Parrington had been an eyewitness to this birth, and I had the privilege in 1971 of tape-recording an interview with the late Major "Jack" Fairfax-Blakeborough, who was a friend of Tom's for the last 25 years of the latter's life and was in a position to give me his own recollections of Tom's remarks about the old days. Tom had, indeed seen the new town of Middlesbrough grow from the laying of the very first brick of the very first house in West Street. To quote:—

> "It is obvious that this fact does not in itself mark any great achievement in terms of the foundation of modern Middlesbrough 150 years ago. Nevertheless, I firmly believe that in the year 1980 as we remember the contribution of men like Joseph Pease, Timothy Hackworth, and all the others who were involved in planning and constructing the Middlesbrough Branch Railway, the shipping facilities at Port Darlington and the new town of Middlesbrough, we should spare a thought for the farmer's son who lost his home and saw the green fields which he loved disappearing under the streets of Coalpolis".



B. F. Tripp Co. Established in 1863. After being located on the corner of South Main and Center Streets, on Water (Wareham) Street, and on the north side of Center Street, the firm moved in 1892 into the building on the south side of Center Street adjacent to the Bank Building. Here it remained until going out of business in 1966.

## A BEAUTIFUL WEDDING GOWN OF 1912

By courtesy of the daughter of Grace (Bates) and John Alden Miller, Jr., Mrs. T. W. Diemer of Middletown, Kentucky, the Middleborough Historical Museum has been presented the wedding gown worn by Grace Bates at her marriage to Mr. Miller.

The marriage took place October 26, 1912 at the Unitarian Church in Middleboro. A newspaper clipping accompanying the gown states this was the first wedding in the Unitarian Church since it was built in 1891. The wedding took place after the church was moved from its original site on Pearl Street to the present location on South Main Street.

The minister was the Rev. Bertram D. Boivin and Mrs. Austin Howard presided at the organ. The maid of honor was Miss Edith Whitman of Middleboro and bridesmaids were the Misses Ethel A. and Louise D. Reed of New Bedford, cousins of the bride, and Misses Louise and Ruth Wood of Middleboro. The best man was Edwin Perrell of Wilkes-Barre, Pennsylvania, and ushers were members of Mr. Miller's fraternity at the Fall River Textile School.

Miss Bates' gown was of white pan satin with princess lace trimming and a cathedral train. The gown is of an intricate design and made by a dressmaker which could very well have been the noted seamstress of Middleboro, Madame Downey, who at that time catered to the well-to-do ladies of the area.

There will be many who will recall the Miller and Bates families. The Millers built the handsome brown house nearly opposite the entrance to Bourne Street. John A. Miller had wide textile interests in Fall River, a field in which his son Alden, Jr., took an active interest. After their marriage, Mr. and Mrs. Miller Jr. made their home in Woonsocket, Rhode Island, later moving to Kentucky. Mr. Charles H. Bates was superintendent of schools in Middleboro from 1901 to 1927. The Bates School, which was burned in 1954, was named in honor of Mr. Bates.

The beautiful wedding gown, together with the wedding shoes, will be displayed in the Costume Room of the Middleborough Historical Museum, an exquisite example of the elegant fashions of a bygone day.

Note: Just as the Antiquarian was going to press, it was learned that Mr. Miller had passed away at the nursing home where he was staying.

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# TWIGS & BRANCHES
of
Olde Middleborough
in
Plymouth County
Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

On the 3d of April, 1807, James Sullivan Bump was born in Middleboro, the son of James Bump and Patience (Morse) Bump. James Sullivan Bump married the 3d of January, 1830 Huldah Pierce Warren who was born the 14th of December, 1810, the daughter of Benjamin and Huldah (Willis) Warren. James and Huldah had the following children all of whom were born in the Warrentown section of Middleboro, Massachusetts.

| | | |
|---|---|---|
| James Sullivan Bump, Jr. | born | October 5, 1831 |
| Sarah Warren Bump | " | February 8, 1834 |
| Caroline Delia Bump | " | November 17, 1835<br>died, August 11, 1888 |
| Benjamin Warren Bump | " | February 28, 1838 |
| Mercy Lavinia Bump | " | October 31, 1841 |
| Sylvanus Warren Bump | " | January 17, 1845 |
| George Henry Willis Bump | " | March 31, 1847 |
| Huldah Pierce Bump<br>(known as Minnie Warren) | " | June 2, 1839 |

The boys of this Bump family were all tall, being over six feet in height. But two of the girls, Mercy Lavinia and Minnie Warren. . .were of less than normal height. Mercy Lavinia Bump became better known as Lavinia Warren, the name which P.T. Barnum directed her to use when she joined him in the circus. On the 10th of February, 1863, Lavinia Warren (christened as Mercy Lavinia Bump) became the bride at a large and elaborate wedding at Grace Church in New York City of Charles Sherwood Stratton of Bridgeport, Connecticut. Lavinia Warren Bump Stratton married as her second husband on the 6th of April, 1885, Count Primo Magri of Bologna, Italy. The marriage took place at the Church of the Holy Trinity, New York City. It is said that while this marriage was not quite as eleborate as her first marriage, that there were, however, some three thousand guests.

Lavinia was forty-four years of age at the time of her second marriage. The Count had a brother, Baron Ernest Magri, and he was a frequent visitor in Middleboro at the home of the Count and Countess. In later life Count and Countess Magri retired to the Bump family home and they built a refreshment stand next to the house which was known as "Primo's Pastime." Many visitors to the area stopped to see the little couple and the store became one of Middleboro's points of interest.

Countess Magri died on the 25th of November, 1919, in her seventy-eighth year and was buried in Mountain Grove Cemetery, Bridgeport, Connecticut beside her first husband, General Tom Thumb (Charles Stratton). A public auction was held to dispose of the many doll-size possessions, furniture and clothing of the diminutive couple. However, many of the articles have since been purchased or received as gifts and form the nucleus of the Tom Thumb Collection at the Middleboro Historical Museum.

Count Magri died in 1927 and is buried in St. Mary's Cemetery in Middleboro, Mass. His brother, Baron Magri, had had died not long before in Boston, Massachusetts.

Lavinia's sister, Minnie, was even tinier than she was. . .she was only about thirty-six inches tall. She married a Major Newell in 1877. A year later Minnie was in Middleboro to await the birth of her child. The baby was of normal size and the travail was so great that Minnie died of exhaustion. She and the baby were buried in a tiny coffin and interred at Nemasket Hill Cemetery. Minnie's death occurred on 23 July, 1878.

Their sister, Caroline Delia Bump, was of normal size and married Homer Warren Southworth. They had two daughters.

Through their mother, Huldah Pierce Warren (wife of James Sullivan Bump), all members of this family have Mayflower ancestry through Richard Warren. . .the twelfth signer of the Mayflower Compact. There is uncertainty as to to the identity of Richard's wife but the ancestry of Mrs. Tom Thumb is traced through Nathaniel Warren of the second generation and his wife Sarah Walker, their son Richard and his wife Sarah. Richard and Sarah were parents of Samuel, who married Eleanor Billington (and this is another Mayflower line for the Bump-Warren family). Samuel and Eleanor were parents of Banjamin Warren who married Jedidah Tupper. Benjamin's son was Sylvanus who married Sarah Washburn and they, in turn, had Benjamin Warren who married Huldah Willis. And it is Benjamin Warren and his wife Huldah Willis who are parents of the daughter Huldah Pierce Warren born in Middleboro, Massachusetts 10 December, 1810 who marries James Sullivan Bump, and they are the parents of Mrs. Tom Thumb. Huldah had two sisters, Caroline and Sally Drew.

## TUNING IN THE TWENTIES

by
Clint Clark

In the mid-Twenties, a railroad man in our Courtland Street neighborhood took up building radio receivers as a sideline.

Manufactured sets were on the market as soon as Public broadcasts ushered in a new form of home entertainment. At the same time, parts were available for home mechanics to build their own.

The set he built for us was a one-tuber. It was compactly housed in a small wooden cabinet, but, with earphones, batteries and wires, the top of a table was lost to any other use.

All sets, except the crystal receivers which were still in use, ran on batteries. Ours needed two dry cells to light the tube and a couple of "B" batteries for power.

Television is said to have ruined the art of conversation. As you may recall, listening to a radio with a pair of earphones tightly clamped on your head had the same effect. "Togetherness" was achieved eventually by buying extra sets of phones, which also did away with spats among the kids over whose turn it was to listen in.

Those early receivers called for a long, outdoor antenna and a ground wire, and some skill at manipulating the tuning dials. A great improvement ensued when we had the neighborhood radio mechanic add an amplifier.

Radio station KDKA, Pittsburgh, a pioneer in broadcasting, came in "like a ton of bricks."

Some stations inserted "commercials" in their call letters. Sears Roebuck's station in Chicago, WLS, stood for "World's Largest Store." WCSH, Portland, Maine, transmitted from Congress Square Hotel; WIOD, Miami, came through from the "Wonderful Isle of Dreams."

In time, our battery set was discarded for a revolutionary, "all-electric" receiver, purchased from Sumner Redlon, local Atwater-Kent dealer.

The new set had only one dial, was self-contained in a tabletop metal cabinet, and wonder of wonders, had a "Golden Voice" loudspeaker. It ended sore ears from clamping on headphones, and coaxing squeals out of the battery set by twiddling dials.

In 1946, I saw the first, badly distorted video pictures in Mechanics Hall over a closed circuit from M.I.T. The program was perhaps a harbinger of "the great T.V. wasteland" to come - a boxing match.

The first color television receivers in town were demonstrated by John Mitchell in 1954, approximately 35 years after we first lit the tube in our little set and left the Victrola in the parlor to gather dust.

* * *

## ENOCH PRATT
## NATIVE OF NORTH MIDDLEBORO

Enoch Pratt was a generous benefactor of his native town. He endowed the Pratt Free School, named in his honor, and left a bequest to the Middleborough Public Library. He was well known for his philanthropy in his adopted city of Baltimore, where he went to establish an iron industry.

An account of the magnificent public library Mr. Pratt presented to Baltimore is given in the following article, but it does not call attention to the fact that when in 1933 the library moved into larger quarters, also provided by Mr. Pratt, this was the first library building to be built like a business block with entrance on street level. Mr. Pratt believed a library should not be built like a mausoleum, lovely to look at but difficult of access, but rather should have a business-like entrance directly from the street. One had the impression of entering a large department store. The idea proved successful and established a trend for future libraries.

The following article appeared in the Baltimore *Eagle,* January 15, 1976.

### The Legacy of Enoch Pratt

By George G. Connelly Baltimore, Md.

Ethan Allen and Sam Adams never appealed to me as New England heroes. Their public bluster marked them as no better than colonial John Waynes. To me a genuine New England Hero is the tight-fisted wit of brisk manner and forbidding reticence who drives a hard bargain yet has a generous heart for a good cause. Such a man was Enoch Pratt, born in North Middleborough, Mass., Sept. 10, 1808, and still honored in Baltimore as the donor of the Enoch Pratt Free Library. When opened in 1866, *Harper's Weekly* proclaimed it, "The best free library in the United States."

Pratt's ancestors were early Massachusetts settlers. Phineas Pratt came from England in 1623, and Enoch's maternal ancestor, The Rev. James Keith, "came from Scotland in 1662 to settle in Bridgewater. The Pratts were Congregationalists, and the story is that Daniel Webster, riding by the First Church, used to raise his whip and point to its Ionic portico, declaring it to be the stateliest building in the Commonwealth.

Enoch's father, Isaac, had a general merchandise and hardware store in Titicut Parish, North Middleborough. Isaac Pratt imported Swedish and Russian iron which he made into nails. Building hardware was scarce and finished nails commanded a good price. As a youth Enoch worked in his kitchen with nail rods and anvil. Even when he became a wealthy Baltimorean, he would have his coachman stop the horses so he might get out to recover a nail he spotted in the road.

After seven years in a Boston hardware store, Enoch struck out for Baltimore, arriving in 1831, the same year Edgar Allen Poe came to town to live with his aunt, Maria Cleman. Pratt's acquaintance with Boston manufacturers enabled him to obtain credit and stock as an independent merchant, setting himself up in Charles Street, now one of the fashionable shopping avenues of Baltimore. The town was then second in population in the nation, the B & O Railroad was five years old and the University of Maryland flourished with faculties in law, medicine, divinity and arts. Enoch took a New England stand and joined the small, unfashionable Unitarian Church. He also made it his business to visit every building site with a wheelbarrow filled with nails. As a sideline he sold horseshoe nails. Both types were transported by wagon from small New England towns to Boston and New Haven and hence to Baltimore by boat.

Because Maryland's iron and steel industry was just beginning, Pratt prospered. Yet he continued proudly in what he called "the plain New England way of doing things." He even made his own goose quills for correspondence. Though prosperous in business, Enoch was ignored socially. Unitarians were considered odd and were viewed with suspicion in the South. Their congregation was small and their debts large.

As trustee and treasurer of his church, Pratt suggested that they float bonds to rid themselves of the indebtedness. Then, over the years, it became hard to pay interest. By 1850 the embarrassment was such that Pratt proposed paying off the entire debt himself. His prudence as a clever bargainer meant the proposal was not entirely altruistic. His *quid pro quo* was ownership of the neglected church cemetery. Once the deed was his, Pratt moved the bodies to another cemetery and divided the old one into building lots which fetched a splendid price.

Such transactions were Pratt's Yankee delight. When the Academy of Sciences was hard pressed to pay rent on its quarters, Pratt knew that the Maryland Club was planning to rebuild; so he made an offer of $30,000 and presented the club to the Academy. Parsimony was always to the fore. His shopping for oysters was a favorite story, for he always generously sampled the largest and purchased the smallest. When the city decided to honor him with a portrait, he consented only when promised it would cost no more than $350. This, because he was aware of the artist and his price. When the painter refused to go below $500, the committee paid with the understanding Pratt was not to know. At his home in Baltimore and Tivoli, Pratt's rule was that family and guests carry candlesticks to light their way to bed, to save on illuminating gas.

Enoch's younger brother, whom he had brought into the business was a Southern sympathizer who chided Enoch for visiting troop trains to cheer the boys from the North. When one Massacusetts regiment arrived at the Baltimore station they were stoned. But Pratt wrangled fat government contracts and as president of the new Farmers & Planters Bank purchased huge amounts of government bonds.

His marriage was happy though childless, and when as a man of wealth he embarked on the grand tour of Europe, his frail wife remained at their country home. In Edinburgh, his most memorable stopping place, he was impressed with its Advocate's Library. At this time Baltimore had a Library Company which dated back to 1795, but its volumes circulated only to members.

Perhaps because of his reticence or because he feared his plan would arouse opposition, Pratt cogitated long on a free library, but there was no public announcement. This was the nature of the little man of wry humor and piercing blue eyes, thin lips and square jaw. He worked over plans for 15 years, then wrote to the mayor and council; they could take it or leave it. There would be no discussion, no cornerstone, no prayers or oratory, and the trustees must be neither religious nor political, and Pratt was to be their president.

When the citizens of Baltimore wondered whether it would be a can factory or a colored asylum, a building costing a quarter of a million was erected by Pratt in advance of any approval from the dallying politicians. It was designed to hold 200,000 books, and Pratt's money also provided for four branches to be established in the quadrants of the town. At completion all was to go to Baltimore plus an additional gift of $833,333.33 – provided the city would create an annuity of $50,000 annually forever. The entire deal was overwhelmingly approved by a public referendum.

Though the two-tiered Romanesque building began its career with only 28,000 volumes, modest enough by today's standards, it was at that time the largest free library in the United States. To Pratt's friend, Andrew Carnegie, the library was an inspiration. "Pratt," he said, "was my pioneer." In 1887 Carnegie began his projects with a free library for Pittsburgh, and in 1906 he gave the Pratt Library a half-million for 20 additional branches. In 1933 the Enoch Pratt Free Library outgrew its building, moving to magnificent new quarters covering an entire block on Cathedral Street.

Before his death in 1896, Pratt, who regarded his estate as a public trust, made other gifts: Maryland School for the Deaf and Dumb, Baltimore Home for Incurables, Boy's Home Society and a Reform School for Colored Boys. His Tivoli he turned over to the Baltimore Orphan Society. Some years before his death he dispatched two of his trusted employees to Boston with a carpetbag containing $1.5 million in gilt-edge securities. They went to a Boston banker for his nieces and nephews in Massachusetts.

Most munificent of all was his gift to the Sheppard Asylum. Moses Sheppard was a Quaker merchant who died in 1857 after founding a small sanitarium for the treatment of mental patients. Pratt was no great friend but was impressed by the splendid yet economical administration of the place. He informed the doctors he intended to aid the institution. The residuary of his will was left to them, more than $2 million, with the proviso that the name become Sheppard & Enoch Pratt Hospital, a name notable in the profession today.

All New Englanders delight in revering such a man. But are there any around today? □

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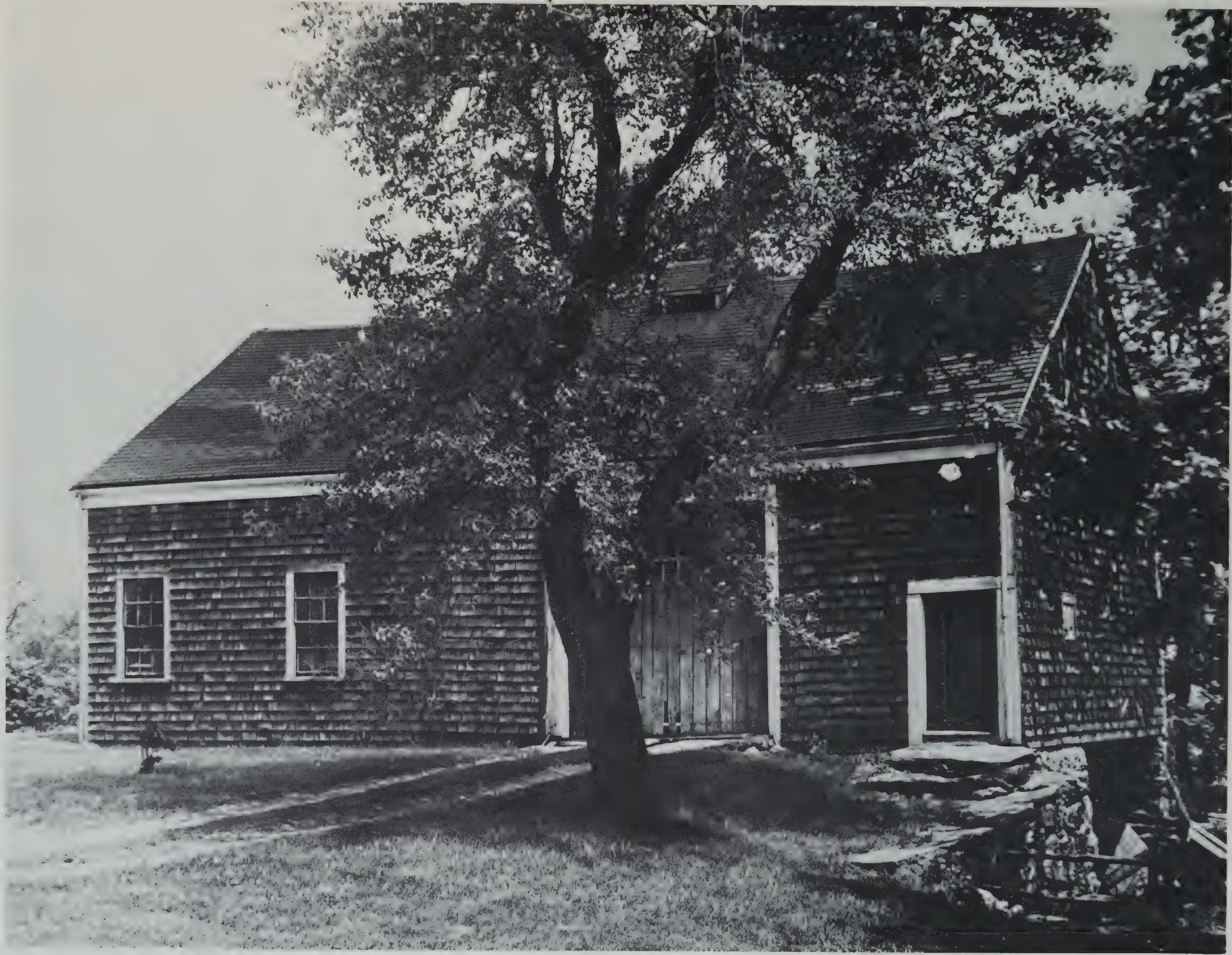

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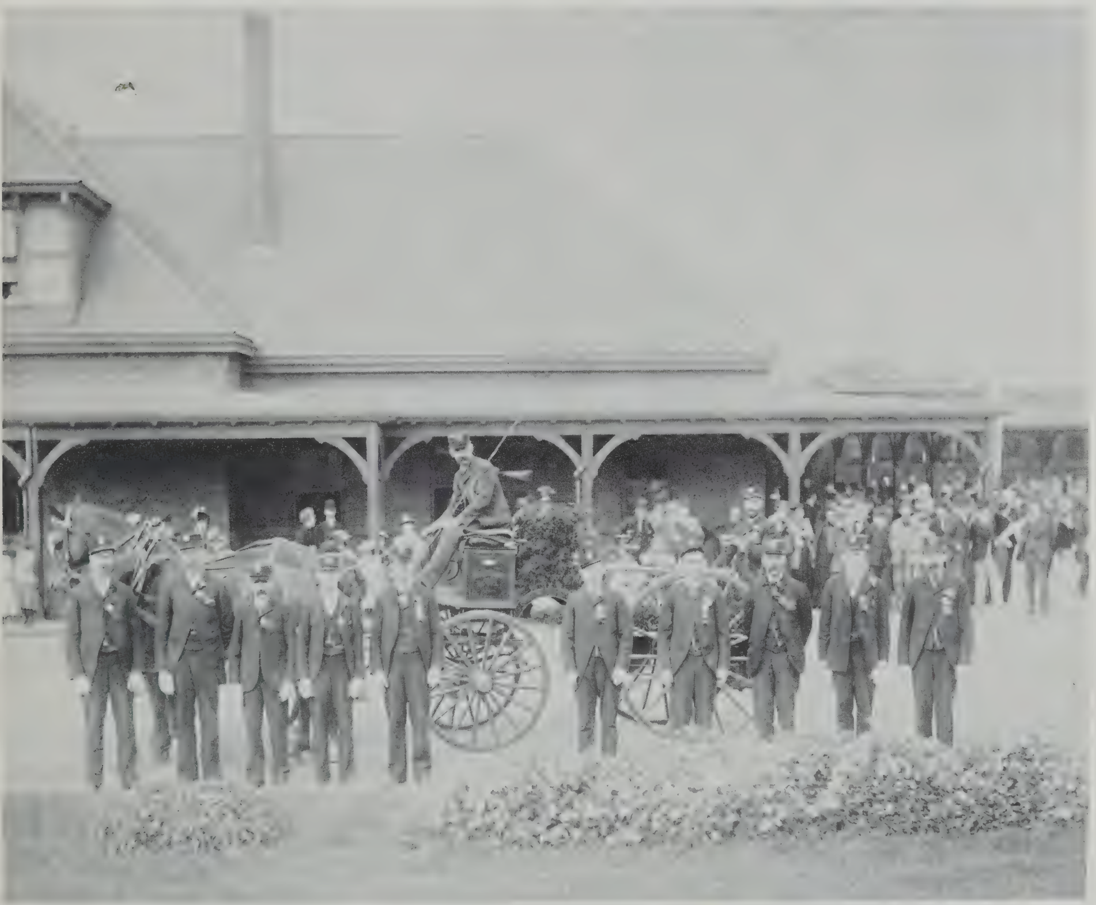

MIDDLEBORO FIRE DEPARTMENT
Location: Middleboro Railroad Station
Picture Courtesy Mrs. Florence Cornell

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## MIDDLEBORO FIRE DEPARTMENT

This picture of the Middleboro Fire Department in its early years was given to the Middleborough Historical Museum by Mrs. Florence Cornell who was told this piece of apparatus was kept in the small fire house on Oak Street, known as "The Sixes," built in 1886 and demolished in 1964 to make way for the expanding facilities of Sacred Heart Church.

The occasion that prompted the display of the apparatus and members is not known, but it was evidently important enough to draw a large crowd. Perhaps it was when the liberty bell passed through town on a railroad car on June 19, 1903 on its way to participate in the 128th Anniversary of Bunker Hill; or when President Taft visited Middleboro and spoke from the rear of a railroad car on April 27, 1912. On this same day Colonel Theodore Roosevelt did some campaigning from an automobile parked near the station. Any one of the three events was worthy of causing a crowd to gather and the firemen to proudly present themselves and their fine piece of fire apparatus.

## DEDICATION OF THE "WHISTLE HOUSE"
### June 20, 1981

This is the history behind the dedication.

Some two to three years ago, Clint Clark, our newest member of the Museum Committee, noticed the condition of the Whistle House located on the corner of Vine and May Streets on the West Side, thought of the audible alarm and its preservation, and talked to the Firemen's Association.

Likewise, almost two years ago, Ted Eayrs, Jr. was talking to an acquaintance regarding our Museum, looking towards an acquisition of former Middleborough Fire Apparatus.

Both were successful — when Franklin Reed donated the "Young Mechanic," and the Firemen's Association told us of the "Whistle House." It certainly made sense to acquire a new building for the "Young Mechanic," and it sounded easy, originally.

By the time the rain let up on the 20th, we owed a great debt of gratitude to the members of our Association and the members of the Middleborough Firemen's Association, Inc. for the devoted restoration. I wish to again publicly thank those who appear on the bronze placque unveiled during the dedication, and those who helped make the rain-soaked festivities a success enjoyed by over 150 people of the Town.

(The placque reads as follows:)

### WEST SIDE WHISTLE HOUSE

Donated by the citizens of Middleborough at Town Meeting — April 28, 1980.

Dedicated — June 20, 1981.

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"And a little help from our friends.""Our friends" are:

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Brad Hammond, at Jackson's Blacksmith Shop;
Fire Chief Oliver for the new equipment, the alarm display, and much help;

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXI 1981 NUMBER 3
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And the following members of our work crew;

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Clint Clark

A special thanks to:

Dick Brooks, for the band music, enjoyed by all;
Jean Cushing, for getting wet beyond the call of duty;
Bob Cushing for his "Clerk of the Works" help;
Ocean Spray for the Firehouse Jubilee;
Smokey the Bear;

The Middleborough Area Chamber of Commerce for the Beer Garden;

The Middleborough Trust Company for that special touch rain could not dampen;

To all those who baked goods and those that bought them;

and my wife, Susan, the "Museum Widow" for her help, understanding and tolerance during the past six months.

Thanks to all for a great success.

Very truly yours,
Thomas A. Maddigan, President
MIDDLEBOROUGH HISTORICAL
ASSOCIATION, INC.

**The Whistle house**
Moved from Vine Street to Museum grounds

Picture Courtesy of Clint Clark

## THE OLD BLACKSMITH SHOP

Now that the blacksmith shop at the Middleborough Historical Museum has reached completion, it seems appropriate to look back on some of the earlier blacksmith shops in Middleboro. The town was well supplied. In the first Middleboro Directory of 1884, seven blacksmiths were listed; in the last directory published in 1934, the number had dwindled to one lone blacksmith shop, A. C. Cosseboom on North Street.

Some of the best remembered shops are those of E. W. Fessenden at the Green, Lewis Lincoln & Son on Wareham Street which later became the Thomas F. MacDonald shop, and that of Thomas G. Ford. The blacksmith shop of Edward H. Cromwell at Fall Brook boasted the unusual arrangement of a blacksmith shop on the lower floor and a dance hall above.

With the advent of the automobile, blacksmithing became a vanishing industry. The following article on "The Old Blacksmith Shop" was written many years ago by Haydn S. Pearson, the well- loved columnist of the Boston *Herald*.

*cont'd on page 6*

## The Old Blacksmith Shop

The smelly ramshackle blacksmith shop was a favorite spot for boys in the days of long ago when farmers were proud of big work teams and sleek Morgan roaders.

It was a long low building, on the outside was a clutter of harrows and sleds, wheels and wagon tongues. On a stormy day, the shop was a favorite gathering place for men and boys who enjoyed watching the old blacksmith.

Inside the shop it was murky and dim. Windows were thick with grimy cobwebs. The floor was hidden by a thick layer of soft, grayish black dirt, that had accumulated over the years. Over this was a miscellaneous mixture of hoof parings, bits of metal, wood, sawdust, and debris.

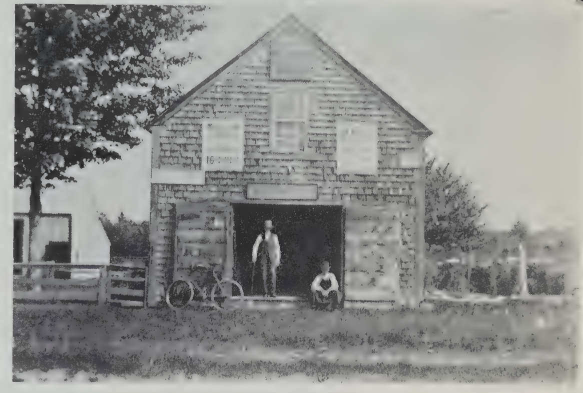
It should be remembered that half a century ago, a blacksmith did more than shoe horses. A country blacksmith repaired all kinds of farm equipment; he was an expert iron worker; he could fashion wagon tongues and whiffletrees. There was a large flat rock beside the door on which he fitted the hot wheel rims.

Overhead in the shop there were lines of shoes on the two by four cross ties. There were big heavy shoes for Percherons and Belgians; there were dainty lightweight shoes for the roaders. At one end of the rectangular shop, hiding a window, was a huge heap of discarded shoes, pieces of metal, broken eveners, and discarded culch.

The shoeing area was in the middle of the shop near the bricked up forge with its pile of burning soft coal. When the smith pushed a shoe into the black mass with the tongs in his right hand, he pumped the dilapidated leather bellows with his left.

The forced air turned the coal to a mass of glowing red. While young boys watched, he pulled a shoe from the heat and held it up to study: after a moment, he might put it back for a bit more heating.

Then he laid his shoe on the anvil. He snatched a heavy hammer and began pounding. The sparks of orange-red flew in great arcs, and made a picture in the dimness of the shop. After each blow on the shoe, the smith bounced the hammer once or twice on the anvil. There are men in city offices to-day who can remember the hollow, clanging boom of those hammer blows, on the heavy squat anvil. When the shoe was fashioned to the smith's satisfaction, he turned and plunged the hot shoe into ad half tub of black, scummy water. Thick, dirty-gray steam rolled up and disappeared among the rafters. Quickly he reached down and lifted the horse's leg and fitted it against his heavy greasy apron.



**An old Blacksmith and Wheelwright shop**
**Aarad Bryant. Wood Street**

Small boys' eyes opened as the hot shoe went against the hoof and the sizzling steam gave off a nostril-crinkling, acrid odor. "Don't hurt the horse none," he said to the boys. "Just like cutting your finger nails." Sometimes it took another heating and fitting to satisfy the smith before he nailed the shoe home with quick hard blows.

The old blacksmiths and their shops are gone. They are part of the flavorful way of life when people took time to live.

By Haydn S. Pearson

* * *

## TO THE READERS OF THE ANTIQUARIAN:

Mrs. Townsend's always interesting column, "Twigs and Branches," made intriguing reference in the March, 1981 issue, to the first grist mill in Middleboro. This column did not relate the dramatic story Weston tells (P.78) in his "History of Middleboro" about the mill.

Briefly, the story goes that during King Philip's War in 1675 the Indians attacked this grist mill that was allegedly run by Samuel Barrows. Sam fled, dodging Indian bullets, and made it safely to the fort.

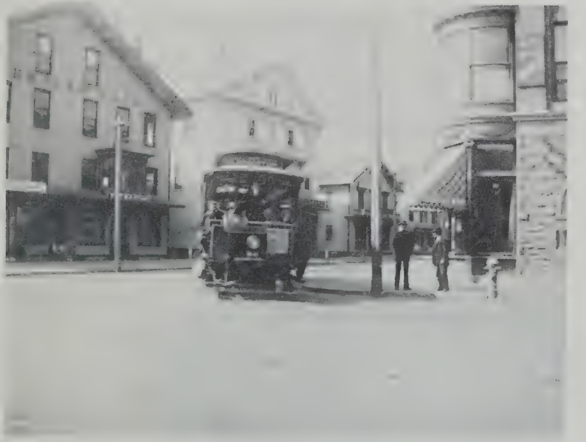
If this incident happened, it was not to any known Samuel Barrows. In 1675, the only Samuel Barrows living was a three year old toddler in Plymouth, who was to become the Deacon Samuel (1672-1755) well known leader of Colonial Middleboro. As far as I can determine, in 1675 there was just one Barrows family in all New England; it was just getting started in Plymouth.

On p. 34ff, Weston reiterated the idea of an early Middleboro settler named Samuel B.—, but the name does not appear on the official Plymouth list of Middleboro inhabitants of 1677 (p.551) If there is any evidence for the existence of this Samuel B.—, I would like to know about it.

On the other hand, perhaps the names in the stories got mixed up in the retelling. The name of Francis Coombs fits into the story quite well. He was living in town then and some years later owned the mill. On Combs death, as Mrs. Townsend mentions, a daughter took over the mill. Now things get interesting. Deacon Samuel married, ca. 1700, Mercy Coombs, daughter of Francis, so it is very easy to see that at the turn of the century Deacon Samuel could have been running his father-in-law's mill. (Francis' other daughter, Lydia, married 1702 John Miller, who may also have become a miller.)

The question remains, "Who was the Samuel Barrows o whom Weston refers?"

Robert S. Barrows,
151 Glenbrook Road,
Rochester, N.Y. 14616



**Trolley car, Middleboro Center**

The New Bedford, Middleboro and Brockton Railway began operation in 1898. The first trolley car went through Middleboro, June 15, 1899. The line was discontinued in 1919.

## Train Watching in the Twenties

*by Clint Clark*

In the History of Middleboro, Volume II, Mrs. Romaine noted the weather was bitterly cold when a trainload of elk arrived here in February, 1926.

I was there, but I don't remember that it was cold. It could as well have been a blazing hot day in July for all we kids noticed as it was the first time any of us had seen real, live cowboys. We had seen circus cowboys, in their fancy outfits and creamy Stetson hats, and Hollywood cowboys at Saturday matinees in the Park Theatre. The men we gaped at that day were of another breed. Their broad-brimmed hats were battered and weather stained, their chaps of leather and shaggy goatskin soiled. There were no rhinestones on their saddles. In short, they were not picturebook buckaroos but lean, tanned men from the ranges of Montana, real he-men, we thought.

If it was cold, we were not aware of it, for the arrival of the elk and the cowboys was the most exciting thing we railroad watchers had ever seen. It surpassed the thrill of watching "Specials" (which we knew by the white flags in front), streaking through the trainyard, and it was ten times more exciting than counting cars in freight trains. The highlight of that was when a double-header went through and it seemed as if there must be miles between the locomotive and the caboose.

The signal tower was an interesting place, high above the tracks and filled with switches. It was a vantage point for viewing the maze of tracks and watching the signalmen moving the switch levers back and forth.

Let's visit the depot as it was in the Twenties. The embankment at the rear is a mass of rambling roses. Billy Murphy's taxi nearby looks odd because he had his Model T Ford sedan remodeled to carry more passengers. That chant you hear coming from inside the depot comes from train caller Dan McCarthy. It means a train is due and he is announcing the stations along the way to its destination.

I don't remember seeing them lit, but there are handsome fireplaces in the two waiting rooms - ye, two in this place of varnished settees in rows and oaken arches and gleaming panels. The clicking comes from the ticket office, either from the sounder or the telegraph operator working the keys.

There is a lunchroom in this corner, as you see. It is designed to be closed off by shutters after hours. Now we see the stools at the bar are taken by people having lunch between trains, and that there is a candy counter and racks of newspapers and magazines.

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Excitement and tension sweep through the depot when a train is due. It will be perhaps a hundred yards up the track when the floor and platform start to vibrate and everyone rushes out. It is best to say the train comes thundering in, shaking the ground, wrapped in clouds of deafening sound and swirling smoke and steam. The coaches flash by us so rapidly that it seems as if they will go right on through to the Cape, but I can tell you the engineer will stop his locomotive precisely under the spout of the water tower.

Mail and express trucks are backed up to the baggage car doors. Bundles of newspapers come flying out and the mail truck driver exchanges sacks of outgoing mail for incoming mail. The station baggagemaster is on hand to load a platform truck with suitcases and trunks. The conductor in his immaculate dark blue uniform with gleaming buttons and badge, had just checked with the telegraph operator in case a change of orders has come through from the main dispatcher in Boston. He stands near the head of the train and keeps looking at his big gold watch.

The passengers are on board now. The conductor glances down the line for a signal from the brakeman that their sections are secured. He turns toward the engineer, raises his arm and drops it, and we hear his "B—O—A—R—D!" Geysers of steam gush from the valves. The wheels squeal and begin to turn. In moments, the last car passes under the bridge and around the bend.

The depot is eerily still now but not for long. There'll be another train within the hour. Throughout the night there will be switching engines shuttling freight cars in the yards. . .until one day the water tower and the signal tower come down, and the American Express office, too. The telegraph sounder will fall silent, the depot is boarded up, and only a small patch of rambling roses remain to remind us of other times.

Middleboro Railroad Station in the days when Middleboro was a railroad center and the depot well cared for with landscaped grounds.

## JOSEPH HERSEY PRATT

### A Family Memoir

by

T. Dennie Pratt

Dr. Joseph H. Pratt was a native of North Middleboro, born December 5, 1872, son of Martin Van Buren and Rebecca Dyer Pratt. They lived in a house overlooking the North Middleboro village green. Dr. Pratt became famous in the medical field because of his far-reaching vision, his innovative ideas, and the fact that he founded the Pratt Diagnostic Hospital. His son, T. Dennie Pratt, who now lives in Mount Pleasant, South Carolina, has written a sympathetic and understanding biography of his father.

One summers day, when T. Dennie Pratt and his wife were on their way to Maine, they decided to stop in the little town of Titicut, the Indian name for North Middleboro, to visit the village where Mr. Pratt's father had spent so much of his youth. They were delighted with the calm and unhurried atmosphere of the town and considered there had been little change since the father lived there. The son returned on other occasions to enjoy the village and reminisce about his father's early life.

Joseph Hersey Pratt attended Yale and the medical school of John Hopkins University, preceded by a year at Harvard Medical School. At John Hopkins, the noted physician, William Osler was his mentor. Dr. Pratt wished to pursue his medical career in Boston, hoping to be a consulting specialist in internal medicine. He had obstacles to overcome, one being finances. His father and mother in Titicut did not have the funds to help him, but a cousin, Norman Pratt, son of a successful bookseller, came to his rescue and helped him to open an office on Newbury Street in Boston. In later years, when circumstances were reversed, Dr. Pratt was able to return this favor when Norman Pratt needed a helping hand.

In 1909 at the age of thirty-seven, Dr. Pratt fell in love with one of his patients, Rosamond Means Thomson of Andover, Massachusetts. They were married in October, 1909 at a large and fashionable wedding in Andover. After a honeymoon in Stockbridge, Massachusetts, they set up housekeeping at 313 Beacon Street, Boston, with an office for the doctor on the first floor and living quarters on the second.

Their first child, Sylvia Mayo, was born October 19, 1910. Soon after this event the parents with their new baby moved to 10 Clafflin Road, Brookline. In just about a year, T. Denniee Pratt, the author of this memoir, was born. In 1913, Rosamond Pratt arrived and the fourth and last child was born in 1917. In the meantime the family had moved to 36 Upland Road, and in 1922 another move took them further up "Pill Hill" to 93 Upland Road. From this house the children went forth to marry and the parents remained here until the death of Mrs. Pratt in 1952. After his wife's death, Dr. Pratt went to live in Andover with his wife's oldest sister, Eleanor Thomson Castle, in the same house where he had courted his wife more than forty years before.

Dr. Pratt was the first to emphasize the great importance of prolonged bed rest without exercise in the treatment of tuberculosis. He advocated outdoor living as an important part of the treatment and many of his patients lived on the roofs of their houses and an astounding number of them recovered. As a result of treating patients with psychological problems, Dr. Pratt formed a Thought Control class, and this is regarded as the father of modern group therapy.

It was in 1927 that Dr. Pratt was offered the position f Physician-in-Chief at the Boston Dispensary. After long deliberation he accepted and immediately became immersed in the effort to upgrade the quality of work and reorganize the hospital along more modern lines. Through his many close connections with prominent German physicians, he was able to add to the staff some very able doctors who were leaving Germany because of the Nazi government. Thus was formed the nucleus of the New England Medical Center which was formally organized in 1931 with affiliations to Boston Dispensary, the Boston Floating Hospital, and Tufts Medical School.

The Pratt Diagnostic Hospital came about almost by chance. Dr. Pratt had been asked to devote a summer to attending a Mr. William Bingham, a wealthy, philanthropic bachelor who had established a permanent home in Bethel, Maine. Dr. Pratt was to turn over his Boston practice to an associate and live in Bethel for the summer months. He and the family lived at the Bethel Inn with all expenses paid and a generous stipend besides, the doctor seeing his patient daily. A fast friendship grew up between the two men. Mr. Bingham generously funded many of Dr. Pratt's cherished plans for the Dispensary and eventually provided funds for the construction of a much larger unit that was o become the Joseph Hersey Pratt Diagnostic Hospital, ow known as Tufts New England Medical Center.

Dr. Pratt enjoyed a full and rewarding life, but not without disappointments, one of the greatest of which was the fact that he was never invited to be one of the faculty of Harvard Medical School. There may have been many reasons; some of the faculty may have taken offense at Dr. Pratt's advanced ideas and practices; his manner of presenting what he believed was bold and forthright and his enthusiasm which could be stimulating, could also be irritating. Later he came to believe this was all for the best. Had he been on the Harvard faculty he might not have been able to accept the position of Physician-in-Chief of the Boston Dispensary and there would have been no Pratt Diagnostic Hospital.

Enjoying remarkably good health. Dr. Pratt loved exercise of any kind. Before he had a motor vehicle he would climb the hill to the New England Baptist Hospital, many times carrying heavy medical books and his doctor's sachel, no small accomplishment on an icy winter's day. When the family lived on "Pill Hill" in Brookline, he would leave the motor car in a garage in the village and climb the hill on foot, toting his doctor's bag and a heavy book or two.

Sometimes Mrs. Pratt left the discipline of the children to her husband. At times he was very severe, again he would look sadly at the culprit and whisper, "Why did you?" When it came to sex education, Mrs. Pratt said, "I will take care of the girls, but you have to discuss it all with Dennie." Dr. Pratt came into Dennie's room silently and soberly. After some moments of hesitation he gave his advice in one sentence, "Leave it alone."

The father was so engrossed in his work which was ever on his mind, and because of his severe disciplinary measures, his children never felt very close to him, but they have happy memories of those times when he would take time from his busy schedule to play with them a game called "Fly Away Jack." These were precious intimate moments with their father.

When the children were small, summers were spent at Westport, but Dr. Pratt always had an interest in Cape Cod. Relatives had owned cottages at Pocasset and Monument Beach. For several summers the family lived in a rented cottage in Dennis, but during World War II they discovered a typical Cape Cod house on Whig Street in Dennis. They purchased it, restored it, and spent many happy summers at the home they named "Applewood." The house is still in family hands.

In his later years, Dr. Pratt suffered from an heart ailment, but lived in comfort for several years after the first attack. He died March 3, 1956 and is buried in the Titicut Parish Cemetery in North Middleboro where a very handsome granite bench has been placed in his memory by his children.

The book of memoirs contains several short biographies of Dr. Pratt written by his associates all containing warm tributes to him as a man and as a physician. He is described as a man of warmth and of great courage, one who, because of his vast experience in dealing with illnesses, showed deep compassion for his patients, and who wielded great power and leadership in his career as a doctor.

The author, in assessing factors that may have most influenced his father's life, believes the most important may have been his early life in North Middleboro under the guidance of his mother. Both Dr. Pratt and his brother Chester were devoted to their mother. The families remained very close, frequently enjoying family gatherings. Two photographs show one such get-together at the home of Mrs. Theodore Richmond in North Middleboro.

At the close of the book are some twenty full-page photographs, some showing Dr. Pratt at various stages of his life, others of family and associates. The book is an excellent tribute by a son to his father, a man Middleboro is proud to call a native son.

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by

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The correct title is the Commander-in-Chief's Guard although it also appears incorrectly designated in some records as "His Ecellency's Guard" and "The General's Guard" . . . the soldiers themselves frequently referred to it as "Washington's Life Guard" and Washington's Body Guard" and these misnomers frequently appear in print.

It was considered, of course, a distinct honor to be selected as a member of this high-ranking military unit and is a pleasure to many of the old Middleboro families to learn that a Middleboro man was a member of the Commander-in-Chief's Guard.

Among those selected as members of the unit w EPHRAIM EDDY who enlisted from Middleborough, Massachusetts on 1 March 1777 for a three year period. He was a corporal in Captain Joshua Eddy's Company,

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fourteenth Massachusetts Regiment, commanded by Colonel Gamaliel Bradford; transferred, Valley Forge, Pa., March 19, 1778, to the Commander-in-Chief's Guard, commanded by Captain Caleb Gibbs, and assigned private; at battle of Monmouth, N.J., June 28, 1778; promoted 4th corporal, August 2, 1778; promoted 2d corporal, September 1, 1778; discharged Morristown, N.J., March 1, 1780; assistant commissary of issues, Eastern Department, Vermont, June 10, 1781; resigned April 1, 1782.

Ephraim Eddy was born at Middleborough, Mass. on 21 December 1759 and married Mary Safford. She was born 4 April 1763. She married Frye Bayley at Chelsea, Vermont, 13 April 1812; died at Chelsea, Vermont 11 February 1841. He married Mary Safford at Woodstock, Vermont September 3, 1799. They had the following children: Safford born Woodstock, Vt. 20 October 1783; died Chelsea, Vt. 25 Feb. 1810. Married Clara Meachan, Woodstock, Vt. Feb. 1, 1810

Lucinda born Woodstock, Vt. May 28, 1785; died Chelsea, Vt. August 1, 1871; married Harry Hale, Chelsea, Vt., Nov. 14, 1815.

Polly born Woodstock, Vt. June 22, 1787 and died at Woodstock, Vt. Married Henry C. Dennison at Woodstock, Vt.

Claunda, born Woodstock, Vt., May 8, 1789

Henry Highton, born Woodstock, Vt. October 6, 1791

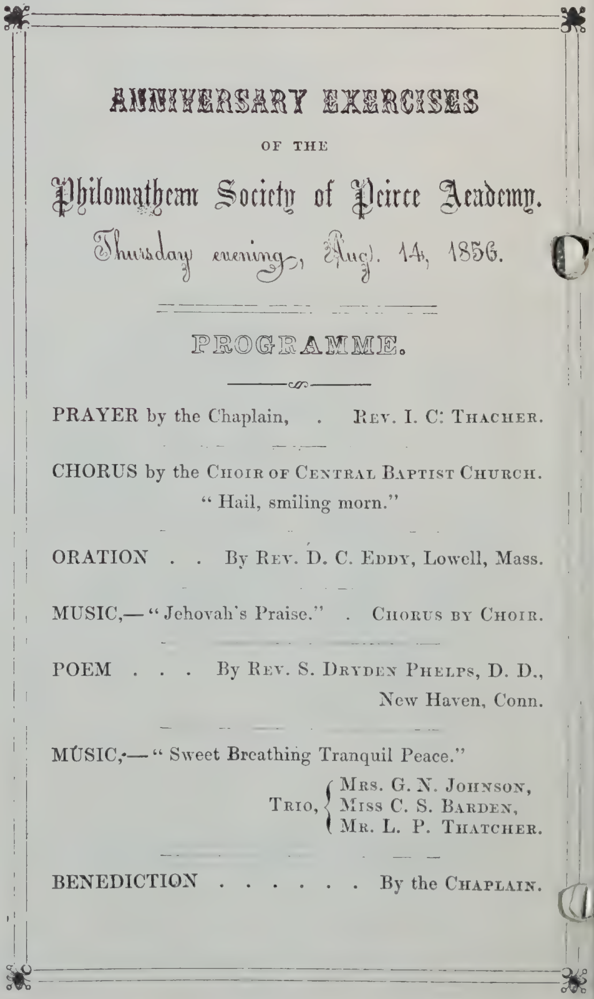
Laura C. born Woodstock, Vt. Jan. 14, 1794; died Chelsea, Vt. on August 9, 1840; married John W. Smith at Chelsea, Vt.

According to the account of Revolutionary service as listed in the published volumes by the state of MASSACHUSETTS SOLDIERS and SAILORS in the WAR of the REVOLUTION the following is given as the account of the service of Ephraim Eddy.

EDDY, EPHRAIM, Middleborough Private, Capt. Thomas Turner's co., Col. Marshall's regt.; pay abstract for mileages, etc. sworn to at Boston, June 22, 1776; also, same co. and regt.; company order for advance pay dated Camp at Hull, June 29, 1776; also, same co. and regt.; enlisted June 10, 1776; service to Dec. 1, 1776, 5 mos. 27 days; also, return of men raised to serve in the Continental Army from Capt. Nathaniel Wood's co., Col. Sprout's (4th Plymouth Co.) regt.; sworn to at Middleborough, Feb. 19, 1778, residence, Middleborough; engaged for town of Middleborough; joined Capt. Eddy's co., Col. Bradford's regt.; term, 3 years; also, list of men mustered between April 9 and April 24, 1777, by James Hatch, Muster Master for Plymouth Co.; Col. Bradford's regt.; age, 17 yrs.; reported enlisted by Capt. Eddy; also, Corporal, 7th co. Col. Gamaliel Bradford's regt.; Continental Army pay accounts for service from March 1, 1777, to March 1, 1780; reported joined April 30, 1777; also, detachment from Capt. Joshua Eddy's co., Col. Bradford's regt.; pay abstract for rations from date of enlistment March 1, 1777, to May 25, 1777, dated Boston; credited with 86 days allowance; reported as belonging to the [illegible] detachment; also, same co. and regt.; muster return endorsed "Jan. 28, 1778; mustered by Elisha Paddock, County Muster Master.

According to the government listing of persons to Revolutionary War veterans and/or their widows Ephraim Eddy listed as serving in the Continental Army in Massachusetts and Vermont had a pension claim made by his wife, the former widow, Mary Bayley. She filed as his widow.

Ephraim Eddy was the son of Nathan and Eunice (Sampson) Eddy of Middleborough. He was one of seven children, all born at Middleborough. This information is but a brief and incomplete account of a Middleborough resident who took an interesting and active part in the Revolutionary War.



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OF THE

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Thursday evening, Aug. 14, 1856.

PROGRAMME.

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CHORUS by the CHOIR OF CENTRAL BAPTIST CHURCH.
"Hail, smiling morn."

ORATION . . By REV. D. C. EDDY, Lowell, Mass.

MUSIC,—"Jehovah's Praise." . CHORUS BY CHOIR.

POEM . . . By REV. S. DRYDEN PHELPS, D. D.,
New Haven, Conn.

MUSIC,—"Sweet Breathing Tranquil Peace."
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VOLUME XXI MARCH 1982 NUMBER 4

CHILLING THOUGHTS OF WINTERS PAST

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## THE COVER

We are indebted to Mr Clint Clark for the interesting picture of Middleboro Center on one chilly winter's day.

With the aid of some old Middleboro Directories we were able to determine the approximate date of the picture which we think was 1914-1915.

There is an interesting group of signs behind the tall pole on the extreme left of the picture, which with the help of a strong magnifying glass we were able to read. At the top is a frame that holds the sign "H. S. Greene, Photographic Studio." Below that is a directional sign to "Dr. Holmes," pointing the way to Dr. Daniel H. Holmes' Medical office at 15 School Street. A third sign bears a star and the words "Methodist Church." Harvey S. Greene, the photographer, opened a studio on North Main Street in 1907 and continued there until 1915, when he took over the studio of George H. Wilbur at 45 Center Street. According to the directories, he stayed there only about a year and was bought out by another photographer, William J. Thibeaut.

The prominent sign "Shoes" was used in connection with F. [illegible]urton Buck's shoe store who in 1914 moved from his location at 51 Center Street, next to the Star Theatre, to 43 Center Street. The building with the A roof is F. N. Whitman's department store and bears on the second storey a sign for Robert G. Butler, Dentist.

Looking east, the store on the corner was occupied by the Thomas W. Pierce Hardware store and next to it is Whitman's dry goods store. At the far end of the street can be seen the Peirce block, built in 1900, and the "Four Corners." In between, after the Pierce store and Whitman's there is a huge chestnut tree that stood in front of a large white house known as the "Ryder" house and occupied in 1915 by Mrs. George Ryder. Next is Paul Silva's small fruit stand, Morse's Drug Store, Sparrow Bros. clothing store, Oneto's fruit stand, the Cloverdale store, Caswell's Cafe, and Peter Ramsey's barbershop.

We know the picture was taken before 1928 because in that year the sputtering, carbon overhead street lights were taken down and the Great White Way installed. The posts on the right of the picture protect the lawn of Peirce Academy with a glimpse of Thatcher's Row. Those must be trolley tracks showing in the middle of the street because the first trolley went through Middleboro in 1899 and continued until 1919.

A nostalgic, snowy scene of Center Street on a winter's day long past.

* * *

## CHILLING THOUGHTS OF WINTERS PAST

by Clint Clark

A winter's supply of fuel consisted of a truckload of peacoal, another of stove-length hardwood, and bundles of edgings from a sawmill for kindling. The coalmen looked like endmen in a minstrel show, the whites of their eyes whiter still in a mask of coal dust. They shoved a long tin shute through a cellar window and either shoveled or dumped the coal onto the chute from big canvas baskets. A truckload of stove-length hardwood was dumped outside the other window. For several weeks thereafter our after-school chore was tossing the wood into the cellar, followed by a winterlong job of splitting it on a chopping block.

The heating system was a kitchen range and parlor stove, both commonly lined with firebrick for burning coal or wood. Banking the stoves with coal, waiting until the blue flame of gas burned off before closing the dampers, usually held the fire overnight. If not, they were quickly rebuilt on a foundation of dry kindling.

An efficient humidifier in those days was a teakettle of water simmering on the stovetop overnight, assuring instant hot water for breakfast oatmeal and cocoa. It was believed then that it was unhealthy to sleep in bedrooms with the windows shut. It gives one a shudder now to think of retiring in unheated upstairs bedrooms, cracking open a window however cold the weather, and shivering between icy sheets.

It was not, however, quite the Spartan existence it sounds, for on extremely cold nights we were allowed to undress in front of the kitchen stove with the oven door open and went to bed with a hot water bottle to warm our feet. On frigid, stormy nights when the wind whistled under the eaves, an airtight stove could be forced until it crackled and popped and glowed as cherry-red as a smithy's forge.

There were hardships, to be sure, living as we did in a house in which the bathroom was a flush toilet in a cellar with a dirt floor, and washing up for school in a tin basin at the kitchen sink. But these, obviously, were endurable hardships and not considered as such because at the time even to upper class folk, the coal and wood wagons came in the fall, and for most people indoor plumbing and central heating were not affordable luxuries.

Now natural gas flows through underground mains, a fingertip on a thermostat dial turns up the heat and warms us as we reminisce about the good old days of splitting wood, endlessly toting hods of coal, and sifting ashes.

MIDDLEBOROUGH ANTIQUARIAN

Middleboro, Mass.

VOLUME XXI 1982 NUMBER 4

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### The Life Story of a Country Store.

The small, independent grocery store is fast becoming as extinct as the dodo. They do not have a chance in competition with the vast modern supermarkets. So it was with a grocery store that had become an institution in North Middleboro. In 1915, Caswell Bros. of North Middleboro had a beginning in a small grocery Store established by Eleazer Caswell in Titicut, near the Brdigewater State Farm. It grew and prospered and in 1928 Mr. Caswell with his son Henry acquired the business of Robert Johnson located near the village green. The Caswell's purchased the building in 1940 and two more sons came into the partnership, William and George. Seeing the need for larger quarters, the firm in 1958 moved next door into their newly erected building. It soon established a reputation for the excellent meat offered and customers were attracted from Bridgewater, Taunton and other surrounding towns. Business was booming and another son, Dale, joined the firm.

In the 1970's there was a surge of large supermarkets into Middleboro and costs increased at an alarming rate. Bill left the firm some years ago, Henry retired and George was about to do so. Taking all these circumstances into consideration, it was decided in January, 1982, to close the store permanently.

A tribute to Caswell Bros., appeared in the Congregational Courier of the North Congregational Church, located almost across the street from the store. This tribute seems to speak for all of us.

### WHAT DO WE DO NOW?

January, and the Ladies' Church Aid meets to plan a pie sale. Sunday morning at Caswell's Store? Where else? Yes - that is the question - Where else? How many years have we taken this privilege for granted. February, and a church supper. Where do we put the posters? Caswell's windows, of course. They do it for us. March - notices of spring events to come, and everyone will read the bulletin board notices in Caswell's. April, and May Fair plans are ready. Supplies - pick up food and meats at Caswell's; they always give credit for unopened goods. On and on until November and the Roast Beef Supper; All meat from Caswell's - that fact alone sold tickets.

How many of us stopped in for a loaf of bread and stayed for free coffee and a chat? How many men stopped every day of the year for their round-up of friends and news exchanges? It is the little things in life that really count. The things of everyday. The friendly greeting, the oft-repeated jokes, that feeling of neighborliness that ties our village together.

These things we got at Caswell's store. It wasn't all little things, either, Many can recall real needs answered by a call for help at Caswell's. "My husband has fallen. Is there anyone there who can come and help?" In minutes the men appeared, and long before an ambulance could arrive, neighbors knew, and were there. News of any misfortune seemed to be beamed into the store first, and aid went out from there.

We can be thankful all four brothers are living here, and perhaps, even at this late hour, will appreciate our thoughts of gratitude. Our Parish people always remember.

And not only the Parish people, but all the host of customers who so enjoyed "going down to Caswell's" that it became a habit, and one which will be sorely missed. Thanks from all the many to whom the Caswell "boys" always were so kind, courteous, and helpful.

### A TRIBUTE TO A SENIOR MEMBER OF THE MIDDLEBOROUGH HISTORICAL ASSOCIATION AYMAR FREEMAN GATES

A relative of Mrs. Gates, Mary Simmons McLean of Sullivan Harbor, Maine has written the following article about Mrs. Gates which, since Mrs. Gates is one of the senior members of the Middleborough Historical Association, we are happy to publish in this issue of the Middleborough Antiquarian.

"Our family has been reading issues of the Middleborough Antiquarian for many years and enjoying information of the area and its people. We have never read anything written about the ancestry of one of your town's more elderly and respected citizens, Aymar Freeman Gates. My father was a cousin of Aymar's on her maternal side, and in researching his family, we have collected some information about these descendants of the immigrant Moses Symonson who came to Plymouth, Mass. on the Bark "Fortune" in 1621. Although neither the first or second Moses Simmons (as the name came to be known in this country) lived in Middleboro, one of the two was an original proprietor there and in Bridgewater. He also surveyed Duxbury where he lived, Middleboro, Acushnet, New Bedford, and Dartmouth.

"Aymar Gates' Mother was born Mathilda Simmons in Waterbury, Vt. in 1854. She and her brother Fred Henry Simmons grew up in Waterbury. Their parents descended from people who left Middleboro around the 1780's along with many other families of the town and went to Woodstock, Vt. Specifically their paternal ancestor was Caleb Simmons born 1742 in Middleborough and married to Hopestill Barrow. Caleb's grandfather was Aaron and grandmother, Martha Cobb Tinkham Simmons. Aaron and Martha are both buried at the Cemetery at the Green. Martha joined the First Church at Middleborough March 17, 1743. She was the daughter of John Cobb, Jr. Caleb's father was David, his Mother, Priscilla _____. He had brothers Moses, George, Aaron and David. Sisters, Sarah, Priscilla, Martha, and twins Desire and Deborah. Desire married Consider Brannack in 1764 and they went to Vermont, as did most of the immediate family, where their gravestones can be found in the Woodstock, Waterbury and Stowe areas.

"A descendant of the first Moses Simmons in this country, named John, founded Simmons College in Boston. His son-in-law, Henry S. Rowe, has published a book on the family with complete data which includes many of Aymar's early ancestors in this country.

"In Amsterdam and Leyden, Holland we found that Moses Symonson and Phillip De La Noye spoke Walloon, a French-Dutch dialect, and were able to translate for the Pilgrim group. Moses was Dutch and his name was originally Moses Symonson Van der Wilde, according to Arber's "Story of the Pilgrim Fathers." It is probable that Moses was the oldest son of Symon Van der Wilde, pewterer, according to research we had done by J. G. J. Van Booma, Central Bureau of Genealogy in the Netherlands.

"In 1621 Philip Delano and Moses Simmons then 19 and 14 years of age respectively, came to Plymouth on the same vessel evidently without their parents. They lived near each other all their lives in Duxbury, Mass., and in subsequent years some of their descendants intermarried. They must have been good friends and would like to have known about these weddings.

"Some Middleboro names connected with the Simmons family are: Barrow, Cobb, Brannack, Towns, Bates, Bryant, Smith, and Freeman. Mathilda Simmons came to Middleboro in 1870 to be with her father Henry and his second wife Mary Atkins Simmons, when Henry came from Vermont for work. She met and married Andrew Freeman. Aymar was born in Middleboro in 1888 and has lived all her life on the Freeman farm which came to her through her father's people. The farm has an old and interesting history, too. It goes back, I believe, over 200 years, but that's another story.

"The farmhouse where she was born and still lives was built in 1746. She joined the First Congregational Church on March 6, 1909, and is now the oldest member of that church. She married Clinton Gates in 1924, and the present dairy business, started by him, is now carried on by her grandson, Harold Gates, Jr. Aymar has always had a great interest in the farm and its work and has put in many hours of hard work in years past. She also enjoys handwork, making garments and fancy-work, making gifts to sell and to give her friends.

"Mrs. Gates maintains interest in all town and community affairs, keeping informed by reading the daily papers. She is an avid reader and especially enjoys books about the outdoors.

"Her daughter, Ruth, lives with her in the old homestead and is presently serving as secretary of the Middleborough Historical Association.

"I'll be happy to pass on data about this family of Simmonses which in one generation married into the families of Soule, Barstow, Peabody, Alden, Woodworth, Dwelly, Nash, Bicknell, Thomson, Bishop, Tracy, Church, Chandler, Sampson, Weston, Southworth, Delano, White, Cudworth, Vinal and Kent."

Mary Simmons McLean,
Box 32,
Sullivan Harbor, Maine. 04689

**Middleborough Historical Museum**

# TWIGS & BRANCHES

of

Olde Middleborough

in

Plymouth County

Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*

*Certified Genealogist*

One of the most prolific families to reside in the Middleborough area has been that of the family of John Alden. John Alden was born in England and he arrived on the Mayflower in 1620. His wife was Priscilla Mullins whom he married in 1622. They were the parents of eleven (11) children.

A son Joseph was born in 1624 and died the 8th of February 1687. Joseph married Mary Simmons and they had five (5) children. Mary was the daughter of Moses Simmons who arrived on the "Fortune" in 1621 and resided at Bridgewater, Massachusetts.

John, the son of Joseph and Mary (Simmons) Alden was born in 1674 and he died 29 September 1730. John, the grandson of John and Priscilla, inherited his father Joseph's estate in West Bridgewater, Mass. but he sold the estate to Isaac Johnson in 1700 and moved to Titicut or North Middleborough, Massachusetts where he raised a family of thirteen (13) children. John, born in 1674, married Hannah White the daughter of Capt. Ebenezer White of Weymouth, Mass. Hannah was born the 12th of May 1683.

John and Hannah are both buried in the Purchade Cemetery in the Titicut section of Middleborough which is also known as North Middleboro.

John, the son of John and Hannah (White) Alden was born 8 October 1718 and died the 27th of March 1821 at the age of 102 years, five months and ten days. He was a member of the First Church of Middleboro, Massachusetts. This John Alden was the great grandson of John and Priscilla Alden. He married twice and had nineteen (19) children. Five of the children were by his first wife, Lydia Lazell, the daughter of Simon Lazell of Bridgewater and his wife Margaret Cooke. Lydia was born 14 January 1722/3 and died in her 29th year on 6 April 1749.

John (born 1718) married as his second wife on 12 July 1750 Rebecca Weston who was born at Middleboro on 25 November 1730, the daughter of Zachariah and Mehitable (Shaw) Weston. Rebecca died at Middleboro on 16 June 1807. John and Rebecca had fourteen (14) children.

When this John Alden (husband of Lydia and Rebecca) died he left a total of one hundred and seventy-two (172) descendants living on the 27th of March 1821. From his nineteen children there were a total of sixty-two (62) grandchildren, one hundred and thirty-four great grnadchildren and seven (7) great, great grandchildren.

It is quite probable that almost anyone bearing the surname Alden in this area and time period can claim kinship to John Alden and Priscilla through the descendants of this particular long-lived gentleman and his two wives.

Mayflower families tended to intermarry with other Mayflower families and it is possible to acquire additional eligibility to the Mayflower Society through some of these intermarrying families.

The following brief details are given regarding the nineteen (19) children of this fourth generation Alden descendant.

John 1 married Priscilla Mullins; Joseph 2 marries Mary Simmons; John 3 married Hannah White; John 4 married 1st Lydia Lazell and 2d Rebecca Weston.

Children of John and Lydia Lazell:

1. John born 7 Feb. 1740; married Lois Southworth, daughter of Gideon Southworth resided Dartmouth, Mass.
2. Mary born 22 November 1741; married Calvin Delano of Dartmouth, Mass.
3. Nathan (the only son) born 22 August 1743 - went to Kentucky
4. Susanna born 29 August 1745; married 1st Joseph Tripp; married 2d Samuel Proctor
5. Lydia born 11 December 1747; married John Spooner

By his second marriage John 4 Alden and his wife Rebecca Weston, the daughter of Zachariah Weston, had the following fourteen (14) children:

1. Priscilla born 15 May 1751; died 22 October 1751
2. Ruth born 15 October 1752; died 25 August 1752
3. Elijah born 12 June 1754; married Mary Alden of Bridgewater, Mass., dau. of Solomon and Sarah (Hall) Alden Solomon was the son of David and Judith (Paddleford) Alden. David was a son of John and Hannah (White) and a brother to John who died at the age of 102 years. This establishes a 'cousin' relationship for this marriage.

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4. Rebecca born 18 April 1756
5. Hannah born 15 April 1758
6. Sarah born 9 February 1760
7. Lucy born 12 August 1762 m. Eleazer Carey of Bridgewater
8. Jael born 27 June 1764 married Isaiah Jones of Raynham. She was called of New Bedford
9. Ruth born 12 March 1768 married Walter Howard. She was called of Bridgewater
10. Seth born 7 February 1770
11. Betty (sometimes written Betsey) born 13 April 1773; married Daniel Thomas
12. Elihu born 20 May 1775 called of Collegetown, Maine; married Lydia Mitchell
13. Son born November 1766 died young
14. Daughter born 16 April 1767; died young

The repetitious use of the very common name of John makes research in this family somewhat confusing and care must be taken to determine which generation is being referred to.

The Alden House on Bedford Street in North Middleboro is probably more commonly known as The Weathercock House in recent years. Owned by Lawrence B. Romaine and now occupied by his widow, this is a most interesting example of the architecture of the period. Daniel Alden acquired the house in 1823 and lived there until his death in 1879. It is possible that the house was built by Joshua Shaw who lived there in 1804.

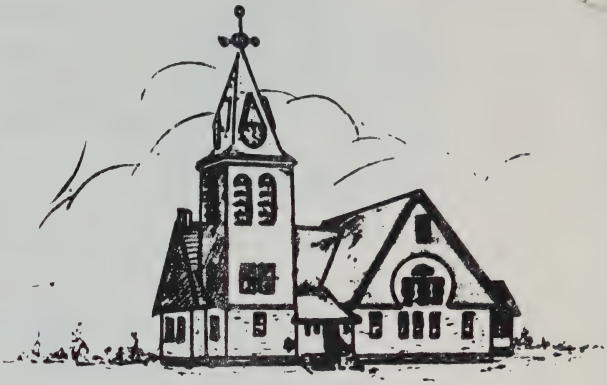
Daniel Alden was born 12 July 1796 at Middleboro, Mass. and died there on the 18th of September 1879. He was the son of Elijah and Mary (Alden) Alden. Elijah was the son of John Alden who lived to be 102 years of age.

Daniel and his wife Lucy Hartwell, had five children.

The Alden family is noted for its longevity and Elijah who was born in 1780 lived to be 98 years old. He served in the war of 1812 and marched with the Middleboro company to defend Plymouth, Wareham and New Bedford against attacks from the British.

It is quite likely that the majority of the Alden descendants in this North Middleborough area would prove to be connected in some way with this John Alden who left some 172 descendants when he died in March of 1821.

* * *



## CONGREGATIONAL CHURCH OF NORTH MIDDLEBORO

Mr. and Mrs. Charles D. Townsend of Sarasota, Florida, for many years residents of North Middleboro, are instrumental in bringing out a new publication containing early records of the North Congregational Church. Following is a quote from the prospectus:

Among the archives relative to the building of our country, are the early church records of the Congregational Church at North Middleborough, Massachusetts. They are worthy of our consideration. In 1876 a 106-page book was published containing six discourses by the acting pastor S. Hopkins Emery.

A facsimile copy of this out-of-print book will be included in a new publication authorized as a means of raising funds to assist in the maintenance of the church. It will also incorporate statistical information abstracted from the original church records. It will encompass listings of baptisms, marriages, deaths, church admissions and dismissals as well as details of church events. Also included will be names of church officials, pastors and dates of service. The period covered is from 1747 to 1951 and will include the membership list brought down to 1981.

The Third Congregational Church of Middleborough was established by a small group of people in the Titicut Parish in 1743. The adjoining communities of North Middleborough and South Bridgewater were also served by this church. Today the church is known as the North Congregational Church, United Church of Christ, North Middleborough, Massachusetts.

Residents of the Titicut Parish will be particularly interested in the church history . . . and so will those in other locations who have ancestral "roots" in the area. Libraries will find it an interesting and helpful reference for information regarding early families of the area. They may find possible connections or clues to Mayflower ancestry.

This 300-page book in 7 x 10 format will be published in hardcover, completely indexed, at a pre-publication price of $17.50 post paid until 1 July 1982. After that date the price will be $20.00 plus a postage and handling charge of $2.50. All books will be sold on a cash-with-order basis. Libraries may place affirmed orders and be invoiced at time of delivery.

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## GIFTS TO THE MUSEUM

In the past few months some valuable and interesting gifts have been received. Several pieces of beautiful monogrammed silver were received from Mrs. Ripley Nelson of Nantucket. The Nelson family was one of the early families in Lakeville. The gift consisted of eight pieces of baby silver, five large serving spoons, nineteen teaspoons, some sterling, some coin silver, and six oyster forks.

Mrs. William Egger has presented a flag showing forty-five stars. Utah was the forty-fifth state to join the Union in 1896. Mrs. Egger thinks her husband may have bought the flag at some auction. Thereafter it was displayed on the porch of the house on special occasions.

We are indebted to the late Walter L Beals for perpetuating scenes of early Middleboro. His grandson, Robert Beals of Carver, has presented the museum with a box of glass photographic plates used by his grandfather in the 1800's and early 1900's. In many instances this is the only record left of scenes which have entirely disappeared or are greatly changed. These plates have been added to a large collection of similar plates taken by Walter L. Beals and presented to the museum by his son and daughter, Austen L. Beals and Mrs. Malcolm C. Drake.

## P. T. BARNUM
## THE GREATEST SHOWMAN ON EARTH

Never before or since has there been a showman to match Phineas T. Barnum. He may not have fooled all the people all the time, but most of them most of the time, and he loved doing it. Middleboro's interest in Mr. Barnum is increased because of his close association with General and Mrs. Tom Thumb and in the Middleborough Historical Museum with the Tom Thumb Collection are a few articles of Barnum memorabilia including what is said to have been his favorite arm chair and a large broadside advertising one of his performances in Boston in 1878 with special railroad rates between Middleboro and Boston.

It is true Charles Stratton and Lavinia (Warren) Bump never would have attained the world wide fame that came to them without the promotion given them by P. T. Barnum, but Barnum also owed a great deal to little Tom Thumb, who not only attracted huge crowds to Barnum's American Museum in New York and earned fortunes for them both in their world travels, but when adversity struck Mr. Barnum and he was close to financial ruin, it was Tom Thumb who offered to make another world tour and thus helped Barnum recoup his fortune.

Barnum's first venture into show business was provided by an ancient negro woman, Joyce Heth, who claimed to have been owned as a slave by the father of General George Washington. When Barnum located her she was blind and partially paralyzed and claimed to be 120 years old, but there was nothing the matter with her mind. She regaled all who would listen with tales of "little George" and there were plenty who were glad to pay the price and listen. Barnum grossed $1500 a week. When Joyce finally died it was revealed she was an absolute fraud.

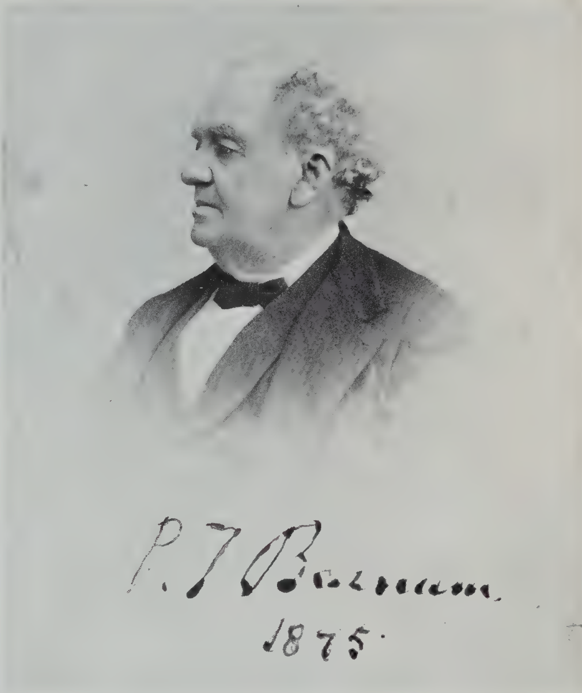
P. T. Barnum was born July 5, 1810. When he was fifteen years old his father died leaving Phineas the eldest of five children to care for his mother and brothers and sisters. He tried many kinds of work but was a success at none of them. A "free thinker," he bombarded newspapers with inflammatory articles and finally started a paper of his own in which he could express his opinion of government, religion and other forces against which he rebelled.

Then along came the opportunity to exhibit Joyce Heth and his career as a showman began. He opened a museum in New York and added such attractions as jugglers, tatooed men, ventriloquists, Siamese twins, giants and dwarfs which of course included Commodore George Washington Morrison Nutt, General Tom Thumb and his bride, Lavinia Warren. As time went on he added more oddities and perhaps his greatest prize, Jenny Lind,the English nightingale.

In 1871, Barnum and partners William Coup and Don Costello launched a circus under a huge canvas top in Brooklyn. It was a success from the start as "Barnum's Great Traveling World's Fair." Soon Barnum bought out his partners and he encountered another circus owner, James A. Bailey, who was as canny an operator as Barnum. Bailey owned the Allied Shows Circus and one of his elephants had given birth, the first Indian baby elephant to be born in captivity in the United States. Barnum offered Bailey $100,000 for the mother and her baby. Bailey refused. Never one to give up easily, Barnum persisted until a merger of the two circuses was accomplished. The first performance of the combined circuses was given in Madison Square Garden, "Barnum and Bailey – the Greatest Show on Earth." General Tom Thumb and his wife were a part of the new circus.

P. T. Barnum lived a varied and full life. He became mayor of Bridgeport and in 1877 was elected to the Connecticut General Assembly. Bridgeport was his home and here he built a huge, exotic mansion which he named "Iranistan." He kept an elepant which he hitched to a plow and delighted to astonish the passersby with the sight of an elepant hitched to a plow going back and forth in the yard of this New England home.

He suffered many reverses; his museum burned, Iranistan was destroyed by fire, and his financial status was at its lowest point. Tom Thumb came to his rescue by offering to make another world tour and Barnum never forgot it. All his life he expressed his gratitude and his everlasting debt to one of the smallest and most famous members of that curious company who helped him make it "The Greatest Show on Earth."



## RE/ TOM THUMB

We are in receipt of two interesting newspaper clippings about Tom Thumb and his possessions. Mr. Warren Richmond sends one from the Boston Globe regarding an auction held in London where a nine-inch high leather boot, manufactured by the English firm of Henry Bull and bearing the stamped date of May 16, 1844, was bought by the Northampton Museum in England. The clipping states, "The tiny boot was custombuilt for the General."

The second clipping has to do with the sale of "The Residence and Farm of the late Gen. Tom Thumb, Middleboro, Mass. "About 2 miles from the village and Old Colony station. Price $6,000. Terms easy; good renting property in exchange. Purchasers shown premises by James M. Pickens, near R. R. station, who has other valuable residences and farms for sale. Send to him for circular giving full description of the premises."

This clipping was from the Republican Standard of New Bedford. The date May 21st is given, but no year. Tom Thumb died in 1883, and Mr. L. Charles Judge who furnished the clipping, thinks the year may have been 1885.

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## AN ELK RANGE IN MIDDLEBORO

In the last issue of the Antiquarian Clint Clark in his article, "Train Watching in the Twenties," referred to the arrival at the Middleboro Railroad station of a herd of elk with their accompanying cowboys. This indeed was a "first" for Middleboro.

Two brothers, Percy and Maurice Jones, then living in Lakeville, conceived the idea of breeding and raising elk to market the meat commercially. A concern called the Elk Breeding and Grazing Association, headed by the Jones brothers, experimented by bringing a small herd of elk from Montana and locating them on land purchased on Short Street in the Thomastown section of town. The Association considered the experiment successful enough to warrant bringing a large herd to be put on the range. Two years later, in February, 1926, ten freight cars holding 378 elk arrived at the Middleboro railroad station.

The enterprise was beset with hardships from the beginning. The Montana range was deep in mud and many of the elk became mired and had to be dug out. At times it was necessary to use six horses to draw the trucks in which the elk were transported to the western railroad yards. All the elk had to be dehorned, a bloody mess, before loading because in close quarters in the railroad cars they might fight and fight to the death.

It was a bitter cold day when the elk arrived, but there was a vast crowd on hand including newspaper men and moving picture outfits to record this unusual event. The elk were backed into trucks and whisked away to the range where there was more excitement when the poor confused creatures attempted to charge some of the bystanders watching the unloading. It took three days to transport all of the elk to the range.

The project was not a success. There was not enough feed on the range for so many elk, some died, some escaped and were shot at hunting season and in 1927 it was decided to slaughter the animals and sell the meat. Even this was a disappointment; although it was claimed elk steaks were heavier and superior in taste to other meat, demand was exceedingly light.

The few elk not slaughtered were moved to the Jones home in Lakeville where the brothers hoped to make a large acreage adjacent to their home into a wild animal farm. Toward this end they bought a large number of prairie dogs. There were always cars lined up by the fence watching these fascinating little creatures but it did not take long before they burrowed under the fence and escaped to neighboring gardens. Cute as they might be sitting stop their little mounds of earth, they were not popular with owners of the gardens. It took several years to exterminate them and by that time the elk and the wild animal farm had also passed into oblivion.

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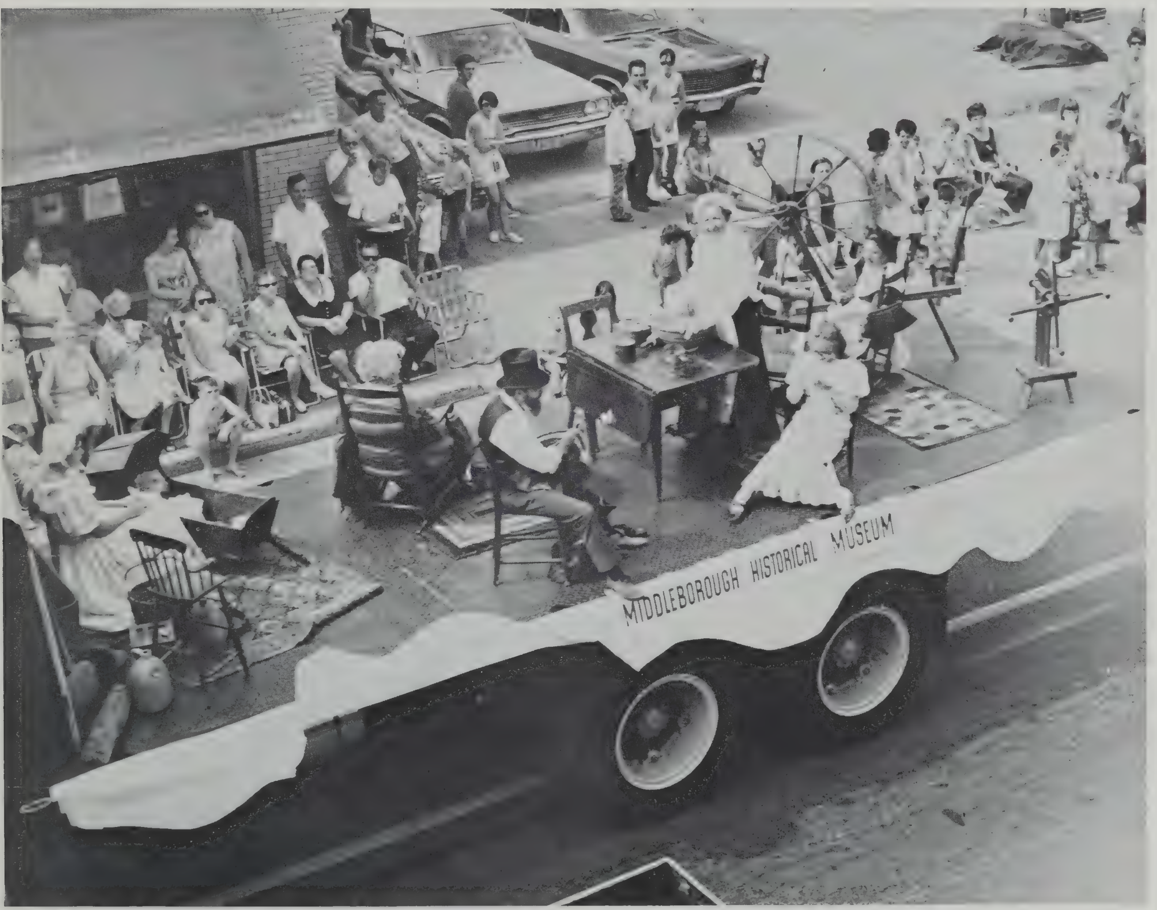

FLOAT OF THE MIDDLEBOROUGH HISTORICAL MUSEUM
Tercentenary Parade, August, 1969

On float: In rocking chair, Mrs. Clifford L. Keith; gentleman in top hat, L. Charles Judge; girl knitting. Susan Gail of St. Petersburg, Florida, Mrs. Keith's granddaughter; at table, Mrs. Lawrence B. Romaine; by spinning wheel, Mrs. Harold Pratt. Girl by cradle has not been identified.

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## THE MIDDLEBOROUGH HISTORICAL MUSEUM

Now that the Historical Museum has passed its twentieth birthday it has been suggested there be published in the Middleborough Antiquarian a brief history of its development.

The museum had its beginning in one room on the second floor of the Middleborough Public Library. From the time the Middleborough Historical Society was organized in 1922, there were bequests and gifts from members. Since the Society had no place to store these, a request was made to the trustees of the public library for permission to use a room on the second floor of the library. The request was granted and in no time at all the room was full and spilling out into the central hall.

This situation continued for several years. In the late 1950's, it became known that six old mill houses on Jackson Street, formerly owned by Col. Peter H. Peirce, were to be demolished to make way for a parking lot. The late Lawrence B. Romaine was the first to recognize the possibilities of obtaining one or more of these houses as a home for the Middleborough Historical Society's valuable collection of historical artifacts that had accumulated over the years. (In May, 1960, the Society was incorporated and the name changed to Middleborough Historical Association, Inc.)"

As a representative of the Association, Mr. Romaine appeared before the selectmen to request the use of two of the mill houses to serve as an historical museum of the Historical Association. At a town meeting in March, 1961, a motion was made that the town convey to the Middleborough Historical Association, Inc., for the sum of one dollar, a parcel of land with two buildings located on the northeasterly side of Jackson Street. The motion was carried and the Middleborough Historical Association acquired a permanent home for its possessions.

The mill houses were each a duplex, with two identical temements on either side and had been occupied by workers for Colonel Peirce and by employees of the two cotton mills and the shovel mill on the nearby Nemasket River. Attorney George C. Decas, who has done and is still doing extensive research on the Peirce family, believes the present building occupied by the P. H. Peirce Grocery Store was built about 1834 and that at that time the original store was moved onto Jackson Street, and as documents state, were made into tenements.

In 1960, the buildings were in deplorable condition. Thinking the houses were to be razed, boys had broken every window, the floors were covered with broken glass, ceilings were falling, and most of the wallpaper was peeling off the walls. This served as a challenge to the membership and almost entirely with volunteer help the buildings were restored to their original condition. Organizations and individuals rallied to the support of the museum. Through the courtesy of the late Ernest Judge, of Ernest Judge & Son, the Strahan Wallpaper Company of Chelsea donated wallpaper for all the rooms in one building. The wall papers were reproductions of early designs. Mr. Judge and his son, L. Charles Judge, applied all the wall paper and painted the woodwork in the one house as well as painting the walls and woodwork in the second house. The Middleborough Garden Club helped landscape the grounds and presented the handsome dogwood tree on the front lawn.

In midsummer of 1961 the two buildings were opened for inspection. The contents of the crowded room in the library were transferred and arranged in the two houses. In an amazingly brief time so many additional gifts of furniture and artifacts were received it was wished the request had been made for three houses instead of two. Despite added buildings, the two main houses are filled to overflowing. The museum is restricted to Middleboro memorabilia.

* * *

One of two houses donated by the town to the Middleborough Historical Association

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXII 1982 NUMBER 1
Mertie E. Romaine .................................................... Editor

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### The Law Office

On the Wilkes Wood estate on South Main Street stood a tiny law office built in 1796. Used by Judge Wilkes Wood as a law office in the 1800's, down through the years the little building had been used for a variety of purposes, including a meeting place for the Girl Scouts. In 1965, the building was in danger of destruction when the land was bought by the Fernandes family for one in their chain of supermarkets. Mr. and Mrs. Vincent Sullivan, owners of the property, presented the law office to the Historical Museum, but there was the problem of moving the building from South Main Street to the museum grounds on Jackson Street.

Mr. Romaine, always the indefatigable fund raiser, approached Mr. Joseph Fernandes, who at the time was running for the office of State Treasurer, and persuaded him it would be excellent publicity in his campaign if he would donate the money to move the law office from his property to that of the Historical Museum. Mr. Fernandes consented and donated $1,000, making it possible to move the law office to Jackson Street.

After Mr. Romaine's death in 1967, and because of his vision and efforts that made the museum a reality, the law office was dedicated to his memory as the Lawrence B. Romaine Memorial Library and contains his personal library.

JUDGE WILKES WOOD LAW OFFICE
LAWRENCE B. ROMAINE MEMORIAL LIBRARY
Middleborough Historical Museum

### THE CARRIAGE SHED

Just before his death in 1967, Mr. Romaine raised funds to build a carriage house of the same design as the carriage sheds at the old P. H. Peirce Grocery Store. Contributions to the fund were received from many organizations and individuals. In the museum scrapbook is a photograph of the Middleboro High School Class of 1971 presenting a check for the fund. Considerable impetus was given by a gift of $500 from Mr. and Mrs. Albert A. Thomas. The building was completed in 1978 and is filled with vehicles of yesteryear and a large collection of 18th and 19th Century agricultural tools.

THE CARRIAGE SHED
Middleborough Historical Museum

### THE BLACKSMITH SHOP

Soon after the museum opened, a gift was received that made it possible to display the interior of an old-time blacksmith shop, as complete and authentic an exhibit as could be found in any New England museum. The entire contents was a gift from the late Frank Everett Buckman. This fine exhibit, then in the basement, deserved a better display space and the museum committee set a goal to build a replica of an old-time blacksmith shop like the ones which had existed in Middleboro in the 18th and 19th centuries. By 1975 sufficient funds had been raised by flea markets, auctions, house tours, crewel exhibits, and Myron Floren concerts. There was considerable delay in obtaining the proper flooring material and overcoming other obstacles, but in the summer of 1981 the blacksmith shop was opened to the public, complete even to a forge.

THE BLACKSMITH SHOP
Middleborough Historical Museum

## THE WHISTLE HOUSE

The latest addition to the Museum's small historical village is the Whistle House. An article describing the Whistle House was included in the last issue of the Antiquarian. To recap briefly, the building was erected in the 1800's to house a fire alarm signal and located on Vine Street on the west side of town because the call men of the fire department could not hear the main alarm in the tower of the Town Hall. In late years, outside alarms have been discontinued so the west side whistle house had not been used for some time.

The museum had acquired an 1854 hand tub which once belonged to the local fire department. The Middleborough Trust Company owned a 1934 Maxim pumper built in Middleboro, both of which needed a home. Also the Middleboro Fire Department had presented to the museum a beautiful piece of equipment, a fire alarm repeater. The Whistle House seemed an appropriate home for all these pieces of equipment and through the generosity of individuals and businesses, the Whistle House was moved, renovated, and opened with a "Whistle House Jubilee" on June 20, 1981.

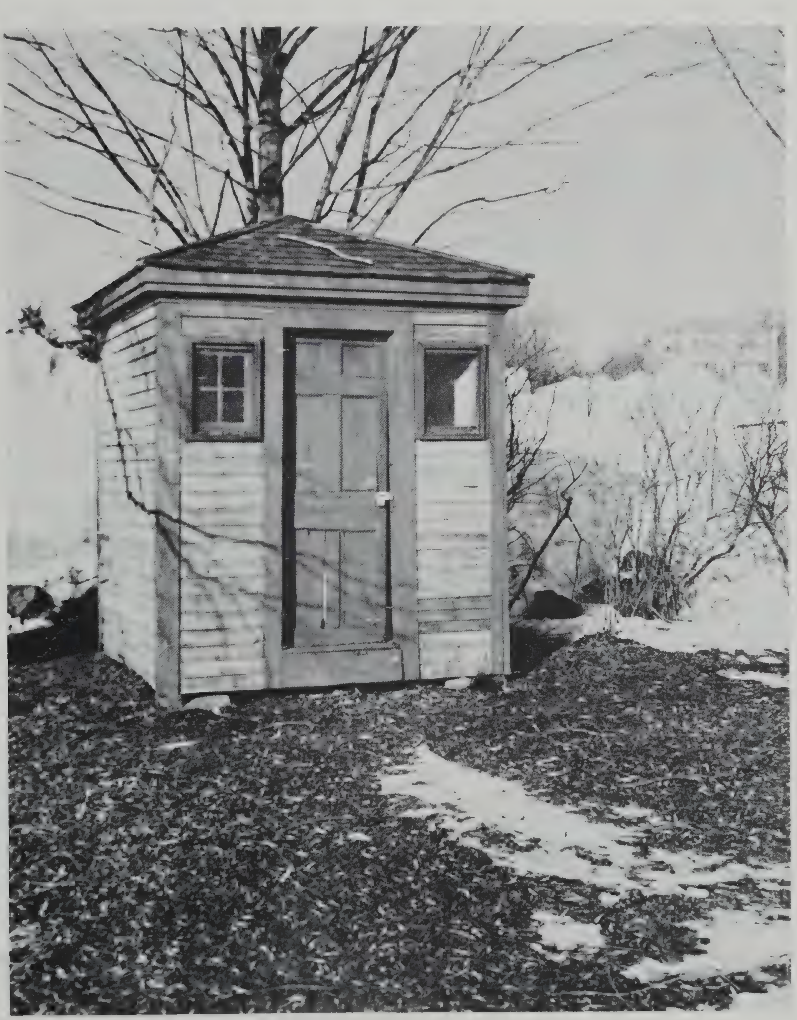
THE WHISTLE HOUSE
Middleborough Historical Museum

### On the Green

The museum now consists of seven buildings and Middleboro history is also represented by historic objects on the grounds. Three of them came as gifts from the trustees of the Montgomery Home. The first matron of the Home, Mrs. Edith Finney, established what she called "A Memory Garden." In it were all sorts of memorabilia that she had collected and that meant a great deal in Mrs. Finney's life. One was a large granite boulder that at one time stood behind a white picket fence at Mrs. Tom Thumb's home on Plymouth Street. On it is a bronze tablet dedicated to Richard Warren, a Revolutionary ancestor of Mrs. Tom Thumb and who made it possible for her to become a member of the Daughters of the Revolution. Another is a very large iron kettle that was used to boil oil out of whale blubber on the deck of a New Bedford whaling vessel. The vessel was the John P. Manta a two-masted schooner which made its last commerical whaling voyage out of New Bedford in the early 1800's. A third is a granite hitching post with an iron ring in the top used by Thomas S. Peirce. Near the carriage shed stands a watering trough for horses, one of the last of the granite troughs that used to be a common sight in Middleboro. This is one of three still in existence, one at the junction of North and Oak Streets and another at East Main and Montello Streets. The one on the museum grounds is a gift of Mrs. Rhodolphus Alger.

### THE NECESSARY

The oldest and most historic of all the museum buildings has been left until last, the Sproat Tavern outhouse. Sproat Tavern was built in 1700 and it is very possible that this outhouse was an adjunct of the Tavern from the beginning: there are many buildings erected in this same period that are still standing in good condition. The tavern stood on Plymouth Street, not far from the



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First Congregational Church. It was taken down in 1898, after which Edward W. Fessenden built a home for his family on the site. The outhouse remained until 1965 when the late Dorothy Fessenden presented it to the museum. One beautiful Palm Sunday morning churchgoers were treated to the sight of the Sproat Tavern outhouse teetering on the front lift of a piece of heavy machinery, being transported by William Byrne to its new home at the Historical Museum.

Mrs. Linn Brown, Jr., of the Philadelphia Museum of Art, is writing a book on, of all things, the "necessary." This, she tells us, was the old time term for an outhouse. The Sproat Tavern outhouse has gained considerable stature since Mrs. Brown has stated that, with its plastered interior and accomodations for three adults and two children, it is the most deluxe of any she has discovered in the course of her research.

Mr. Clint Clark took the accompanying picture and is the author of the following article.

## THE LITTLE HOUSE BEHIND THE BIG HOUSE

by Clint Clark

"The Specialist," written by Chic Sales several decades ago, was a best seller in its time and is still in print as a classic treatise on the outhouse, a subject writers have been inclined to treat lightly and usuually with overtones of barnyard humor.

Actually, outhouses belong in the genre of historical structures of utility as surely as do gristmills, wellhouses, and blacksmith shops. They were, students of American architecture will find, oftimes things of beauty if not a joy to behold in wintry weather when "that cold seat on a frosty morn would make a Spartan sob." Beauty, yes, and elegance too as when, in the ell of a mansion, they were paneled in mahogany and had silver-plated fixtures.

Although the basic design was as a rule crude, there were many that were whitewashed over lath and plaster walls and ceilings, had curtains at the windows and trellises of roses and morning glories on the exterior walls. On farms, "the little house behind the big house" stood beside barns and chicken houses, or was built into a woodshed. In thickly settled neighborhoods, where there were duplex dwellings, there were duplex outhouses as well as at the rear of rural schoolhouses. In tenement districts of cities there were sometimes two-storey outhouses.

Paradoxically, in this age of explicit dialogue and x-rated movies, the subject is still somewhat delicate. In the name of historical verity, however, a review of outhouses must include a note on an occupation which now is as extinct as that of the peripatetic scissors-grinder, the job of cleaning "vaults." Akin to cleaning stables and dairy barns, it was a chore farmers did for themselves. Among town and city folk, save the poorest, a man with a "nightsoil cart" and shovel, did a good business.

A few relics still stand in the central parts of Middleboro. In the country they lean forlornly, doors agape, or have tumbled into the woods.

Outhouses haven't cast a long shadow on history's horizon, but they were part of it, and now it appears, are to be so recognized.

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*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

Alden has long been a popular name in the Middleboro, Massachusetts area. The family gained early prominence through the marriage of the first John Alden to Priscilla Mullins. There were eleven children in this family, five of them were sons named John, Joseph, Jonathan, David and Zachariah. Perhaps the family can credit some of their popularity to the fact that according to the poetic lore of the *Courtship of Miles Standish* written by Henry Wadsworth Longfellow the family gained notoriety through the marriage of John and Priscilla.

Joseph, the son of John and Priscilla, was born in 1624 and died the 8th of February 1697. He married Mary Simmons and they had five children . . . Isaac, Joseph, John, Elizabeth and Mary. John, the son of Joseph and Mary (Simmons) Alden was born in 1674 and died the 29th of September 1730. He lived in West Bridgewater on the homestead of his father until he sold it in 1700 to Isaac Johnson and moved to Middleboro, that is, to Titicut. He was one of the twenty-six original purchasers of the town of Middleboro. He gave land for the Purchade Cemetery where he and his wife are buried. He married Hannah White, the daughter of Capt. Ebenezer White of Weymouth, Mass. She was born 12 May 1683. They were parents of thirteen children named David, Priscilla, Thankful, Hannah, Lydia, Mary, Abigail, Joseph, John, Ebenezer, Lemuel, Nathan and Noah.

John, the son of John and Hannah (White) Alden was born the 8th of Oct. 1718, and died the 27th of March 1821 at the age of 102 years. He is buried in Purchade cemetery as is his wife. One account gives his age at death as 102 years, 5 months and 10 days. He was a member of the First Church of Middleborough for nearly 78 years. At the time of his death he was said to have had 219 descendants. . .19 children, 62 grandchildren, 134 great grandchildren and four great, great grandchildren. . bringing the lineage down to the 5th generation.

This John Alden married twice. . .first to Lydia Lazell and they had five children. They were married in 1739 and she died on 6 April 1749 in her 27th year. His second marriage was in 1750 to Rebecca Weston and they had 14 children. Rebecca died the 16th of June in 1807 in her 77th year.

It is from this list of children that John became grandfather to the amazing total of 62 grandchildren. From this one Alden family there is a good possibility of a Mayflower connection for many of the Alden surname. The Aldens being a very prolific family as well as being credited with longevity, intermarried with many of the early Plymouth families. This, of course, means that having additional Mayflower ancestry through an Alden connection is a possibility.

However, do not take this statement to mean that each and every Alden descendant is related to other Mayflower passengers. . nor should it be interpreted that each and every Alden is a John Alden descendant. While not as common as Smith or Jones, it is not classified as an uncommon or rare surname and there is a distinct possibility that your line may not connect to another Mayflower Pilgrim.

Man's desire to be in the right place at the right time, to make the right connections, to get to know the right people can often cause problems. This proves very true when the desire for Mayflower ancestry is so great that caution is forgotten and a poorly or improperly documented line is 'accepted' as accurate. This is particularly true when families originating in Weymouth, Massachusetts are involved. Most of them have no Mayflower origins and the connections or relationships to Mayflower lines is infrequent. This also holds true for the town of Middleborough and for other locations having families of the same surnames as those of Mayflower passengers.

Capt. Ebenezer White and his wife, Hannah Phillips, were the parents of the Hannah White who married John Alden whose son lived to be 102. This is not a Mayflower White family but the Thomas White family of Weymouth, Mass. Hannah White who marries John Alden has a brother Samuel White and he marries a Pratt but not a Mayflower Pratt. It is imperative when doing research on a family that nothing be taken for granted and that each person in each generation be ccarefully checked in order to determine the exact ancestry.

Yet there are so many possibilities to be checked out in order to determine the parents of any given child. Through the marriages and numerous children, persons who can trace their lines back to this area can by doing some careful checking determine if this particular Alden family or a related family will prove to be Mayflower lineage.

The following memoir appeared in the "Christian Watchman" of April 14, 1821: "In Middleborough, the venerable John Alden, in the 103d year of his age. His great grandfather, whose name he bore, as did also his grandfather and father, was one of the first settlers of New England, being one of the number who accompanied the Rev. Mr. Robinson from Europe to America in 1620, and is said to have been the man who first stepped upon the Plymouth Rock. His grandmother was the daughter of Mr. Peregrine White who was the first male child born in New England. Mr. Alden was married young, and his first wife, by whom he had five children died at the age of 27. By his second and last wife he had 14 children. His descendants are 19 children. . 62 grandchildren. . 134 great grandchildren and 7 of the fifth generation, 47 of this number we believe have deceased and 172 are now living. When his century sermon was preached he is understood to have said that he had read through his Bible in course as many times as he was years old. He retained his bodily strength and mental energy to a remarkable degree. When more than one hundred years old, he would converse with great propriety upon religion, and occasionally repeat whole chapters and quote numerous passages from the sacred scriptures. He was the oldest man in the Old Colony, and probably the oldest in the Commonwealth. He had been a professor of religion and connected with a church upward of 78 years and was probably the oldest church member in the United States. "We understand," says the editor of the Old Colony Gazette, "that his likeness was taken by a skillful portrait painter a few weeks before his death, to be deposited in the gallery of curiousities belonging to the Pilgrim society, at Plymouth."

As is true today, newspaper accounts are not always 100% accurate. There is one serious error in this memoir account. .Hannah White was not a daughter of Peregrine White. .attempts have been made many times to prove this as a Mayflower White line but it is just wishful thinking. This lineage traces back to the Thomas White of Weymouth, Massachusetts.

There still remain many possibilities of Mayflower connections other than the established Alden lineage to be determined through the many, many descendants of this one very large family. To check out this entire family to present day generations would be a huge task. .but it would be an interesting one to attempt. There are many Mayflower lines that have never been uncovered because sufficient research has never been undertaken.

## "THE HILL"

### by Fred M. Friedenfeld

Nemasket Hill Cemetery, beautifully situated between Plymouth Street and the Nemasket River on its eastern bank about a half mile southeast of Muttock, was at one time known as the Old Burial Hill, or "the Hill." It was set apart by the proprietors of the Twenty-six Men's Purchase in 1662 and was the only burial place for two generations.

"To the clerk of the Proprietors of the Burying Hill in Middleborough:

You are hereby required to notify and warn the Proprietors of the Burying Hill in Middleboro to meet at the store of Philander Washburn on Saturday the Twenty-fifth day of February instant at one o'clock P.M. to act on the following business: viz

I. to choose a moderator to govern said meeting.
II. to choose all other necessary officers
III. to see what said Proprietors will do in relating to fencing and improving this Burying Hill.
IV. to see what measures the Proprietors will take in regards raising funds for the above object.

Benj. P. Wood
Enoch Tinkham

Middleboro Feby 13, 1854

The above is the earliest record we have of the annual meeting, and as they are in chronological order it is a mystery why there were no meetings from 1865 till 1871 and then none from 1871 till 1884.

The Nemasket Hill Cemetery Association was incorporated March 24, 1885 and at its first meeting on April 10, 1886, Joseph T. Wood was chosen chairman pro tem and Joseph E. Beals clerk pro tem. On the 24th of April the first five trustees were chosen: Joseph T. Wood, William B. Wood, George F. Bryant, William R. Peirce and George R. Sampson.

In 1891 the purchase of the Driggs farm, easterly side of the cemetery, increased the land area to 20 acres, more of less. Trustees of the Association hired help to maintain lots and make burials, and from 1886 to 1912 eleven different individuals were hired for this purpose.

In 1919, a foot bridge was constructed over the Nemasket River leading to the cemetery by a path from North Street and on the other side of the river a flight of steps led up the steep embankment to the cemetery thus saving the townspeople about two miles walk. With the advent of the automobile the bridge was neglected and fell into disrepair. In 1944 at the annual meeting the president of the Association was asked to interview the Peirve Trustees regarding the possibility of improving the foot path from North Street to the foot bridge which resulted in the foot bridge being rebuilt. Gradual neglect again led to its disappearance and now visible are only four cement piers that supported the bridge and some twenty or more concrete rises of the steps.

In 1921, the Nemasket Cemetery Circle, made up of women, financed the erection of a handsome iron arch to surmount the gateway. At the April 23, 1910 annual meeting, it was voted to build a chapel not to exceed $1500.

At the annual meeting of April 8, 1911, Samuel S. Shiverick was appointed superintendent of the cemetery and served in this capacity till his death in 1927. He performed all required duries - care of lots, burials, cement and iron work, trimming, painting and repairing, etc. Following Shiverick the trustees hired Richard Hogan as a laborer at the rate of 50 cents an hour till 1942 with several others helping at different periods. Nearly five dozen different men have been employed as laborers from 1886 to the present time.

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William B. Crapo, who served as trustee and president from 1935 through 1959, was also appointed superintendent in 1950. He was followed in this role by Merrill P. Shurtleff who started as a laborer in 1949 and to date is still superintendent.

A Lorenzo Wood has served on the Association as a trustee, president of the board, clerk and treasurer from 1896 to 1982; this covers three generations of Lorenzos. G. Ward Stetson has devoted the longest period of time, form 1942 to the present, as trustee including ten years as president. Dalton L. Penniman served thirty-three years as clerk and treasurer, 1944 to 1977. Only two women had been elected trustees: Mertie E. Romaine, 1961 to 1980, and Rebecca Wood in 1981.

A dozen or so old thin slates mark the graves of burials on the top of the Hill dating from the late 1690's to early 1700's. Oldest burial records are Henry Wood, 1670; Elizabeth Vaughan, 1693; George Vaughan, 1694; Rev. Samuel Fuller, 1685; John Tomson, 1696.

The Nemasket Hill Cemetery Association holds an annual meeting to elect a clerk and treasurer for one year, one trustee for five years, a president of the association, and any other business that may legally come before the meeting. The present officers of the Nemasket Hill Cemetery Association are:

| | |
|---|---|
| President | Lorenzo Wood, Jr. |
| Clerk & Treasurer | Fred M. Friedenfeld |
| Trustees | G. Ward Stetson |
| | Thomas A. Maddigan |
| | Lorenzo Wood |
| | Rebecca Wood |
| | Robert Kilpatrick |

## VISITORS FROM THE CAPE

On May 20th a very interesting and enthusiastic group visited the Middleborough Historical Museum. They were members of the Cape Cod Genealogical Society from the lower Cape. The two coordinators who planned and arranged the visit were two former Middleboro residents, Mrs. Madeline Osborne and Mrs. Dorothy Johnston. Those assisting at the museum were Mrs. Mertie Romaine, Mrs. Helen Whitcomb, and Mr. and Mrs. G. Ward Stetson. The forty-one members of the society were joined by interested genealogical friends from Warwick, Rhode Island, and Shrewsbury, Massachusetts. While half of the group toured the museum, the other half visited the Middleborough Public Library and did research in the library's fine genealogical department. In the afternoon the groups reversed. At noon, everyone enjoyed a sandwich lunch at the First Congregational Church at the Green where the ladies of the church served pies and coffee. Before returning to the museum, a visit was made to the historic First Church where Mr. G. Ward Stetson gave an enjoyable talk on the history of the church and other local history.

## IN MEMORIAM

### MRS. PETER OLIVER

Since there was no notice of Mrs. Oliver's death in the local paper or the Boston papers, many Middleboro residents are not aware of her death.

Mrs. Oliver was a long-time member of the Middleborough Historical Association and a generous contributor to the Historical Museum and other Association projects.

It was Mrs. Oliver's custom for the past twenty years to spend the summer at the beautiful and historic Oliver house at Muttock near Oliver Mill Park. She was taken ill on the way to her home in Mt. Kisco, New York, on Labor Day, entered the hospital immediately and lived only a few days.

Mrs. Oliver will be greatly missed by her Middleboro friends and because of her deep interest in and loyal support of the Middleborough Historical Museum.

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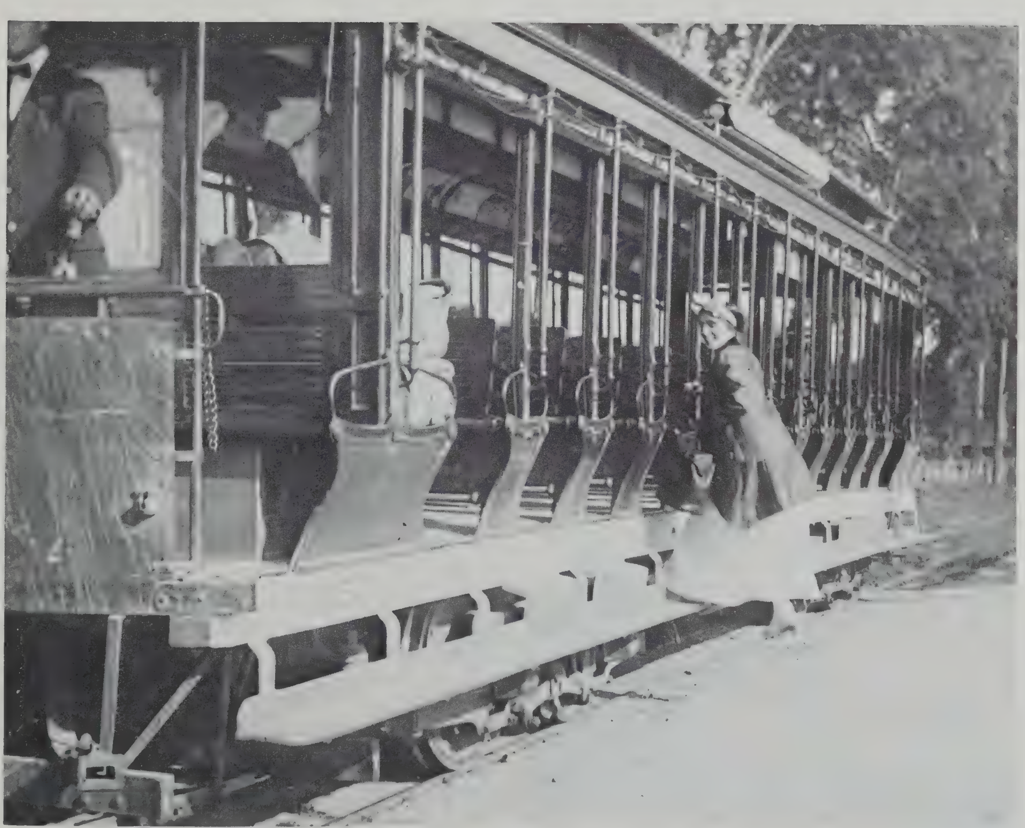

## CLANG CLANG CLANG WENT THE TROLLEY

Middleboro undoubtedly has many trolley car buffs, but one considered the outstanding authority is John D. Rockwell, Jr., who has a marvelous collection of photographs and newspaper clippings arranged methodically and attractively in a huge scrapbook. To Mr. Rockwell and his scrapbook we owe our thanks for the information included in this issue of the Middleboro Antiquarian.

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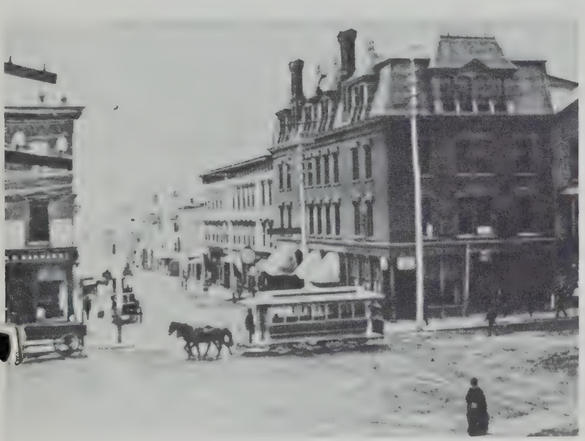
## The Trolley Cars Come and Go.

There are millions of Americans who have never seen an electric trolley car, but those of the older generation well remember the excitement when the first trolley car arrived in Middleboro on June 15, 1899, and the regret when the last car passed through the center after Labor Day 1919.

Before the electric cars, came the horsecars, Middleboro never experienced this form of transportation, but it was widely used in cities like Boston, New Bedford and Taunton, as shown in the photograph below:



**Horsecar of the Taunton Street Railway Crossing Broadway at Taunton Green, 1886**

New Bedford established the first transportation on rails in 1872 when horsecars were put into use. As the cars came over the long bridge between New Bedford and Fairhaven, the horses encountered a hill leading to Purchase Street. At the New Bedford end of the bridge a boy and a horse waited. As the car approached, without stopping, the boy deftly slung a hook on a length of chain through a ring-bolt on the horses' harness. Without breaking stride, the three horses pulled the car up the hill. At the top, the boy unhooked the chain and led the horses down the hill to await the next car, when the performance would be repeated.

In Fairhaven it was decided to use the streetcar horses to pull the fire engines, but the horses balked when the fire was off their regular horsecar track. An epidemic of distemper spread among the horses and practically wiped them out. Oxen were used as a substitute for the horses, providing a slow but dependable mode of transportation.

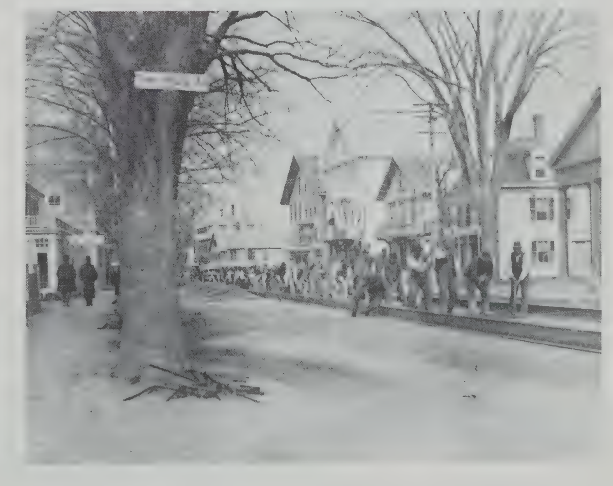
Horsecars proved expensive to operate with the horses having to be fed, shod, and the harnesses maintained. In 1892 it was decided to experiment with electric cars, but because of widespread fear of being electrocuted, there was vigorous opposition from the public. Electricity won, however, and soon this faster, more convenient mode of transportation was accepted and enjoyed.

There were three electric railways that ran through different sections of Middleboro: the New Bedford, Middleboro, and Brockton Street Railway, built in 1898 and 1899; the East Taunton Street Railway Company, 1891; and the Middleboro, Wareham and Buzzards Bay Street Railway, 1901.

The New Bedford, Middleboro and Brockton Street Railway came into town from Brockton at North Middleboro.

From North Middleboro, the line ran on Plymouth Street over White's Hill to Everett Street and on to Center Street to Tripp's Waiting Room at the Four Corners. From

* * *



**Laborers laying track on South Main Street for New Bedford, Middleboro, & Brockton Street Railway.**

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXI 1981 NUMBER 2
Mertie E. Romaine .......... Editor

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Here the line continued up South Main Street to Lakeville and to New Bedford. Because it followed the shore of the lakes for so long a distance, the line was often referred to as the Lake Shore Route.

Car passing over bridge in North Middleboro

The Middleboro Gazette contained the following in the issue of October 24, 1899:

"The luxury of modern street railway travel is well illustrated in the new vestibule cars now in use on the Lake Shore Route. They are as elegant as Pullman cars in equipment."

Car in North Middleboro Center, the old Caswell Store on left, the North Congregational Church on right

That the cars were a success was indicated by an article in the Brockton *Enterprise* on October 8, 1899:

"Over 20,000 fares were taken Sunday over the new Lake Shore trolley line and it is estimated that 800 Middleboreans made the trip to Lakeville and New Bedford. If people patronize the line so largely in the fall it ought to be assured of big business next summer."

Not only were cars of the open and closed type seen on the tracks, but there were snowplows in winter, sprinkling cars in the hot, dusty summer, express cars to carry freight and work cars to transport repair and construction crews.

In 1910, motormen were provided with seats which was quite an improvement over the days when they had to stand on their feet all day long. About 1930, cars began operating with one man, the motorman, eliminating the conductor. In the winter, being a motorman was a cold job. Some of the cars were not provided with vestibules and many of the motormen wore long fur coats with wide collars that turned up around their face and ears.

Mayflower Grove, Bryantville

To stimulate ridership, the trolley lines established parks on their routes, some of the most popular in this area being Lakeside Park in Lakeville, Highland Park in Brockton, Mayflower Grove in Bryantville, and Lincoln Park in New Bedford.

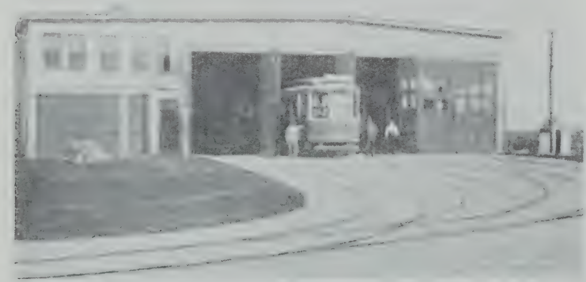
What fond memories of the lovely evenings spent at Lakeside Park! The excitement of packing a picnic lunch, boarding on open trolley (hopefully getting on the front seat) enjoying the picnic supper by the shore of Long Pond, then spending the evening in the pavillion dancing to the music of John Carter's orchestra stationed on a little balcony overlooking the dance floor.

And who will ever forget the merry-go-round, the restaurant, the theatre and the beautiful lake at Mayflower Grove. The fare from Plymouth to Mayflower Grove was thirty cents, and it is safe to assume it cost about this amount to get from Middleboro to Mayflower Grove.

By 1919 the era of the trolley car was drawing to a close. Automobiles were becoming the popular mode of transportation. The last trolley car from Brockton to New Bedford passed through Middleboro Center on September 5, 1919.

The East Taunton Street Railway Company was incorporated June 24, 1898. The line was built in 1899 from Taunton through North Lakeville to Taunton Street to Middleboro Center. For some time the cars came only as far as Farrar's Store but later came all the way to Tripp's Waiting Room at the Four Corners. There was a branch line that ran from the junction of Main and Bedford Streets in Lakeville, near the Lakeville Town Hall, past the old Precinct Church to Elliott's Corner in East Taunton, where passengers changed cars for Taunton Center.

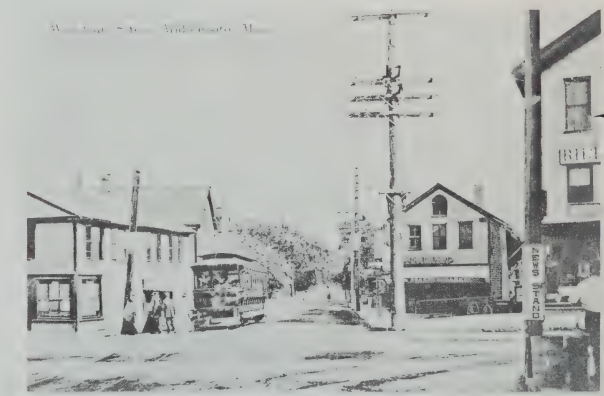
Many people were persuaded to build houses along the proposed route of the East Taunton Street Railway because of the opportunity offered to shop both in Middleboro and Taunton. The trolley line would considerably increase the value of property along the route. This proved to be true, but it was also true that discontinuance of the trolley line practically destroyed the value of these homes. As early as 1918 rumors persisted that the line was about to be discontinued, but actually it did not cease operation until May 12, 1929.



Car barn of the Middleboro, Wareham, Buzzards Bay Street Railway, Wareham Street. Purchased in 1915 by the Maxim Motor Company.

The Middleboro, Wareham and Buzzards Bay Railway enjoyed a more colorful history. The line began operation in 1901. A car barn was constructed on Wareham Street which later became the home of the first automobile business in Middleboro, The Maxim Motor Company, which developed into a manufacturer of fire engines.

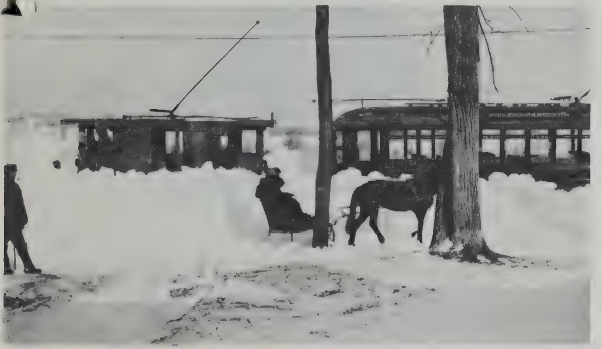
The Middleboro, Wareham and Buzzards Bay Railway ran from Middleboro Four Corners to Rochester, Wareham, Onset, Bourne and Monument Beach. Traveling as it did to the summer resorts of Onset and Monument Beach, the line enjoyed considerable patronage especially during the season of open cars. In the picture below, one of the open cars can be seen on Wareham Street at the corner of Center Street which was its place of departure. The building on the left contained Michael Toole's clothing and tailor shop; on the right Peckham's Cash Market with American Hall on the extreme right.



Middleboro, Wareham & Buzzards Bay Railway car at the Middleboro Four Corner. 1905.

The line later became known as the Taunton and Buzzards Bay Street Railway until Feb. 1906, when it was taken over by the New Bedford and Onset Street Railway and no longer operated out of Middleboro.

Very popular in summer, the line experienced exciting days in winter too. Barden Hill presented a problem in heavy snows. In 1910, after a particularly violent blizzard, the Bay State Line did not operate from Friday until Monday. It took a crew twenty-four hours to get through the drifts, much of the way from Barden Hill to the Four Corners having to be dug by hand.



**Barden Hill in a blizzard, 1910.**

It is difficult to remember how isolated were the small villages like Rock and South Middleboro before the trolley line to Monument Beach was built. There were no radios, no TV, no electricity and few telephones. Those old enough to remember will never forget the arrival of the first trolley car from Middleboro on its way to Onset and Monument Beach. As guest columnist for the Middleboro Gazette, the late Ernest E. Thomas gives this account:

"One evening about 8:30 or 9 o'clock, when probably everybody in Rock had gone to bed, this trolley came down Miller Street, lighted up like Coney Island and with the gong clanking continually. Everybody in Rock got up in a hurry, dressed in a great hurry and bustled down to the corner. I don't ever recall greater excitement, not even when the Rock Baptist Church burned down or when the Armistice was announced bringing World War II to a close. Some of the costumes that appeared were out of this world — they must have been. Our next door neighbor could hardly walk the next day. It seemed that he had been rushing around the night before with his right shoe on his left foot. That night was really something!"

With the discontinuance of the line between Brockton and New Bedford in 1919 Middleboro saw the last of its trolley cars. We saw the birth of a tradition in 1899, saw it sprout and flourish, and finally die to make way for a new age of progress — the age of the automobile.

* * *

## FROM THE HOME OF JUDGE PETER OLIVER

Judge Peter Oliver was a Tory. Although he lived in a mansion on the banks of the Nemasket River in Middleboro and owned large iron works on the river, his sympathies remained with England. Needless to say during the Revolutionary War, Judge Oliver was not popular with his neighbors, and one dark night a group of people set fire to Judge Oliver's beautiful home. Some of the neighbors rushed in and rescued a few pieces of furniture. Judge Oliver fled to England and never returned.

Since there was no one to claim it, the furniture remained in the neighbor's homes and in some cases, in their descendants' homes, for generations. Two such pieces have recently been given to the Middleborough Historical Museum by a descendant of one of these families. One piece is a beautiful Chippendale table, 1760-1770, with a folded top and drawers at each end with mushroom wooden pulls. To go with the table is a chair rescued at the same time, a Chippendale chair of the same period, very heavy mahogany with a tapestry seat.

An interesting circumstance regarding these two pieces of furniture is the fact that a few years ago a chair that is an exact match to the one recently given was received from another descendant of the same family who rescued the furniture from the fire. Even the tapestry seat is the same.

Much gratitude is due to the donors of these beautiful and historic additions to the Museum collections.

## SEA FOOD TALES FROM COLONIAL DAYS

by A. Lentini

The history of fishing in New England is one of the most fascinating commercial industries the world has ever known. It brought vast wealth and comfort to the families of the fishermen. Though it brought hardships and dangers they loved the life with a love which is strange to view and hard to understand. The early voyagers and colonists came to New England to avoid persecution, debt, prison or as adventurers to find gold. It is said that the early settlers were starving in the midst of plenty because they lacked the tools and skills to adjust to their new environment. However, when confronted with hunger and cold, necessity the mother of invention made them adapt and overcome and that is how we came by such terms as Yankee ingenuity and pioneer spirit. I will omit whale fishing.

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The vast wealth for the colonists, which was greater than gold and ever replenished, was fish. The sea, the rivers and the lakes teemed with fish. The early ships were pestered with cod. Captain John Smith went for whale and instead he caught 60,000 cod in one month. That was in 1614 before he came over with the Virginia settlers and he wrote back about this fishing. His accounts were read and well known so that when the king asked the Puritans what profit could be found in their emigration to America, they answered at once, fishing; whereupon the king replied, "In truth 'tis an honest trade; it was the Apostles own calling." Yet in spite of their intent to fish they came here very poorly provided with knowledge and equipment. They also had to give up their superstitions about sea food and learn an entirely new addition to their eating habits which was forced upon them by starvation; eating the lowly mussels and giving thanks to God.

We have learned of the Indian, Squanto, who showed the pilgrims many methods of fishing; one of them was treading out eels from the brook with his feet and catching them with his hands they were in such abundance. One of the ministers at Salem wrote that lobsters were so plentiful that many of them weighed 25 pounds. However, the colonists were afraid of being poisoned by them until the Indians showed them otherwise. In 1623 when another ship the *Anne* arrived bringing many wives and children, the only feast of welcome that the poor husbands had to offer was a lobster or a piece of fish without bread. They caught giant lobsters five and six feet long in the bay. These large lobsters were caught until the cannonading of the Revolutionary War seemed to have scared them away. Further south were vast crabs one foot long and six inches wide. One of these crabs served a meal to fill four men. They had eaten oysters in England and here they were very plentiful and some were one foot long. Oysters were pickled by tons in casks and sent to the Barbadoes in exchange for rum and molasses. Oysters were so plentiful in Virginia that they rose in banks at low tide relieving the starvation of the famished and dying early Virginia colonists. However, even in those days there were fadists who died rather than eat oysters.

In this country so intersected with fresh water streams running into the ocean, these rivers were overloaded with fish dying on the banks. The Indians killed them in the brooks by beating them with sticks. The colonists used to go out and scoop them in pans. Horses were used to step on the fish and kill them. Sturgeon up to 12 feet long were in abundance and in one seine 5000 were caught which were as large as cod. The terrapin were so plentiful that they were caught in buckets at certain seasons, or picked on shore. Cod was the fish of New England and it gave rise to our fishing industry. They were caught by the thousands and Dorchester and Marblehead used them for trading purposes as they brought good prices and were exchanged for furniture, tools and slaves. Bass and alewives were also used in trading. Ships came from all over the world bringing goods to exhange and the New Englander became rich. It is said that the bass were so plentiful one could walk on their backs and keep dry.

With this profitable business came regulations, fishermen were excused from military training and fishing vessels and their equipment were exempt from taxes for seven years. Seashore towns gave land freely for fishing boats to dry their fish. As early as 1640 there were 300,000 codfish sent to market. Codfish consisted of three grades, Marketable, Middling and refuse. The first grade was sold chiefly to Roman Catholic Europe to supply the fast days of that religion and those of the Church of England.

The second grade was consumed at home or in the merchant vessels of New England. The third grade went to the negroes of the West Indies and was often called Jamaica fish. Fish was always eaten in New England for a Saturday dinner and hundreds of new ways to cook it were invented. The first fishing vessels had to come from England until the colonists built their own. On board each fisherman was paid according to the fish each caught. When there was a big run of fish the men never stopped to eat or sleep but when food was held to them they chewed it off while their hands were employed with the fish lines. With every fishing vessel that left Gloucester and Marblehead went a boy of ten or twelve to learn to be a skilled fisherman.

Fish was so plentiful that it was cheap and certain economic classes were known by the fish they ate. Fresh cod weighing twelve pounds or more sold at two cents. Smelts sold at one cent a bucket. Fourteen or fifteen pound salmon cost five cents. Salmon or shad were held in low esteem. Farm laborers when engaged to work stipulated that they should have salmon but once a week. Shad was more despised and disreputable and was hidden if company came. Shad were fed mostly to the pigs. Later as shad and salmon acquired a better reputation its prices went up. Both kinds of fish were caught before the river falls. Men came from a great distance and loaded horses and carts with fish from these scoopnets and seines. The fish were so abundantly plentiful that in one day at Hadley Falls there were 1500 horse carts. The greatest pains were taken in preparing, drying and salting the fish. Fish were sold from door to door and so the necessary cleaning and preparation was done on the street where all the refuse was picked up and eaten by the hogs, the public scavengers who kept the streets clean. Garbage refuse was thrown out on the streets daily to keep the house clean. The roaming animals ate this and only later was this practice stopped. At this stage the colonists were interested only in survival. Our forebears had no intuition of ecology or the preservation of endangered species. They believed in the law of the land, survival of the fittest, and with God's help they aimed to make it here and they did and have left us the finest legacy!

# TWIGS & BRANCHES

of

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in

Plymouth County

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by

*MRS. CHARLES DELMAR TOWNSEND*

*Certified Genealogist*

"On the 21st of August in 1899 the post office and Elliot Brothers store in North Middleboro, Mass. burned. The fire broke out at 8:25 P.M. The building was owned by Nathan Pratt who lived on the second floor of the building. He lost all his household goods and clothing. The supposed cause of the fire was the falling of a large lamp that is said to have set the floor on fire. The chemical engine came from the center, a distance of five miles, in twenty-five minutes. The house next to the store owned by Percy Keith and occupied by Arad Dunham was damaged, but was saved by the men of North Middleboro by the use of buckets of water, the loss estimated at $5,000 and was partially insured."

This short but interesting paragraph from a newspaper gives a good picture of life in the older days. Letters were sent by private carrier and there was no mail service as we know it today. It was not until 1673 that the first mounted post-riders started with a New York to Boston route. The smaller towns had no delivery service and were dependent upon a chance traveller picking up letters and carrying them with him to a community. When the communities started growing, the post-riders followed the same routes as the stage coaches, and stops were made at local taverns. The last stop of the Boston to New Bedford stagecoach line was at Sampson's in Lakeville. The route was advertised in this manner — "New Bedford stage sets off from Waltons and Gales Broomfield Lane (Bromfield Street, Boston) Mondays, Wednesdays & Fridays at 4 a.m. and arrives at New Bedford at 4 p.m. leaves New Bedford Tuesday, Thursday & Saturday at 5 a.m. and arrives in Boston at 4 p.m." In winter and stormy weather the trip took a longer time.

It was not until about 1804 that the first postoffice in Middleboro was established and it was located not far from the present town house in Lakeville. It served as a distributing office and mails were left there to be sorted and sent to the adjacent towns. The mail was usually carried on horseback.

Postage was figured on a mileage basis. For a single letter a distance of 40 miles cost 8 cents, 90 miles was 10 cents, 150 miles 12½ cents, 300 miles 17 cents, 500 miles 20 cents and over 500 miles cost 25 cents. Magazines and pamphlets for a distance of not over 50 miles cost 1 cent per sheet; over 50 miles and not exceeding 100 miles cost 1¼ cents and over 100 miles cost 2 cents.

The usual letter was written upon one sheet, folded without an envelope and addressed on the outside. If the letter contained two sheets then the cost was doubled.

In 1816 and again in 1845, 1855 and 1872 new tariff rates were set by Congress, and rules and regulations have continued to be established by the Government from time to time.

The first postmaster for the town of Middleboro was James O. Washburn, a lawyer whose practice was in that part of town. In 1811 the post office was moved to the Four Corners. In 1824 a postoffice was established in the part of Middleboro which was known as Assawampsett. Capt. Daniel Smith was the first postmaster and was succeeded by Elias Sampson, Jr. In 1831 the name was changed to West Middleboro. The office was discontinued about 1846.

In 1833 a postoffice was established at Eddyville known as the East Middleboro postoffice. The first postmaster was W. F. H. Weld.

In 1821 a postoffice was established at Titicut, officially known as the North Middleboro postoffice. Jared Pratt was first appointed postmaster but was soon succeeded by Isaac Pratt on Feb. 1, 1821. He was succeeded by George Pickens Jr., Rev. Philip Colby, Dr. Morrill Robinson, Solomon White, Nathan W. Pratt, Percy W. Keith and Lucy H. Pratt.

In 1846 an office was established in the southern section of town and was known as the South Middleboro postoffice. In 1846 C. LeBaron was appointed postmaster.

Then in 1849 the Rock postoffice was placed in operation. Israel Smith became the first postmaster and served until October 1889.

The first fire district for the area was not organized until 1852 which was considerably later than in the cities. Fire protection was still dependent upon the 'bucket brigade'. In order to comply with the rules for establishing such a district, the boundaries were extended for the area. At this time the fire fighting equipment for the town of Middleboro consisted of a hand tub called Bay State #1 and a hook and ladder company. Previous to this a very small hand tub was kept at one of the Nemasket mills. This was capable of being operated by three or four men at the most.

In 1860 during an election demonstration and parade some boys took the hand tub and threw it onto the big bonfire which had been built in the middle of the street at the Four Corners.

Efforts were made to build up a good fire department and maintain good equipment. In 1877 a new ladder truck was purchased. It was not until 1882 that a chemical engine was added to the equipment. It was not until the water works were built in 1885 and equipped with hydrant service that the hand pumpers as they sometimes were called were discarded and sold. In 1886 a hose wagon and reels were provided.

The earliest equipment was hand drawn by the men and boys. Then came the horse-drawn vehicles. This was the type of equipment which made the five mile run to North Middleboro in 1889 in twenty-five minutes to quench the fire at the postoffice.

Motorized equipment, paid firemen whose only job is to act as fire fighters are modern, fire extinguishers and sprinkler systems are of the new era also.

In 1889, the year this postoffice fire occurred, the fire district boundaries were changed and the district was designated as an area comprising three and one-quarter square miles.

## ROOM, BOARD, AND LAUNDRY

by Clint Clark

Lakeville Sanitorium dwells in memory as a state institution which was operated in ways now either impossible or impracticable. When I worked there in 1930, "The San" as it was known, produced most of the food for its patients and employees and, to supplement the latters' low wages, furnished "room, board, and laundry."

Built in 1910 for treatment of tuberculosis, the hospital generated steam heat and electricity, and in the powerhouse fronting Main Street, operated a laundry and sewing room which also served the State Farm in Bridgewater. The fuel, soft coal, was transported from a railroad siding nearby in two-wheeled, horse-drawn tipcarts. Joe Carbone was the head engineer for many years. Frank Mahoney was in charge of the farm on Bridge Street. Deteriorated now, the dairy barn still stands, but the wooden building that housed the farm and dairy hands is gone.

The tilled fields yielded ample crops of vegetables; an apple orchard put apple cider on the cafeteria menu in the fall. When we had strawberry shortcake for dessert, the berries came from strawberry patches on the grounds, the cream from the dairy. Chicken houses and ranges, supervised by Nick Gangone, supplied fresh eggs and poultry. A man named Utaf ran the greenhouses, and beautified the grounds with flowerbeds, ornamental shrubs and trees.

A small housekeeping crew, called "the chain gang" because they walked from building to building in single file, polished floors and washed windows in the Administration building and employees' dormitories. As I recall we walked to the farm about once a week to change bed linen and tidy up the farmhands' quarters.

Although I usually met Joe Heath at the corner of Courtland and Oak Streets and walked with him to the "San," I had a room in the men's dormitory and slept there Saturday nights, when it was my turn to sweep offices in the Administration building Sunday mornings.

The dormitory was a two-storey building behind the powerhouse. Each floor had common washrooms and showers. The rooms were furnished with a steel hospital bed with warm woolen Army blankets, a bureau, chair, and a steam radiator. For some employees who were single or separated from their families, the "San" was home. New employees were required to take a series of "shots" in the surgery building. These, vividly recalled, included the Schick test, a "shot" in each forearm for immunity to diptheria.

It is impossible, more than a half-century later, to name everyone who worked there at that time. In addition to fellow workers named above, others I remember are Tony Rose, baker for many years, Mary Davis, head cook, Ralph Dixon, commissary, Ray Hardy, chauffeur for Dr. Leon Alley, superintendent, and other hospital officials, Bunny Courtney, and I believe, Addison Coombs, teamster.

Everyone who worked at the "San" remembers the meals, the patients taking the sun on open-air pavilions, stewards wheeling food wagons to the wards, and the flower and tree-studded grounds. Save one or two buildings, Lakeville Hospital's modern structures of steel and brick have replaced the "San" as we knew it.

I am pleased to add that when the new hospital was built, I was, thanks to the assistance of "Ed" Wilson (former Middleboro town manager and head steward at the time) able to preserve several old Sanatorium lampposts which now, with their ornamental lanterns, stand on Thatcher's Row. I wonder how many former "San" employees recognize them as relics of long ago?

Footnote: When the Lakeville Sanitarium was built in 1910, Lakeville lost an historical landmark, the Doggett house. It stood on the northeasterly end of the property, not far from the Middleboro-Lakeville line that was established in 1853. The house was owned by a Tory, Simeon Daggett, and he, along with his Tory friend and neighbor, Lemuel Ransome, was imprisoned in the New Bedford jail. They were finally released under the conditions they would never leave their farms without permission. After the Revolutionary War, the men regained the esteem of their fellow citizens.

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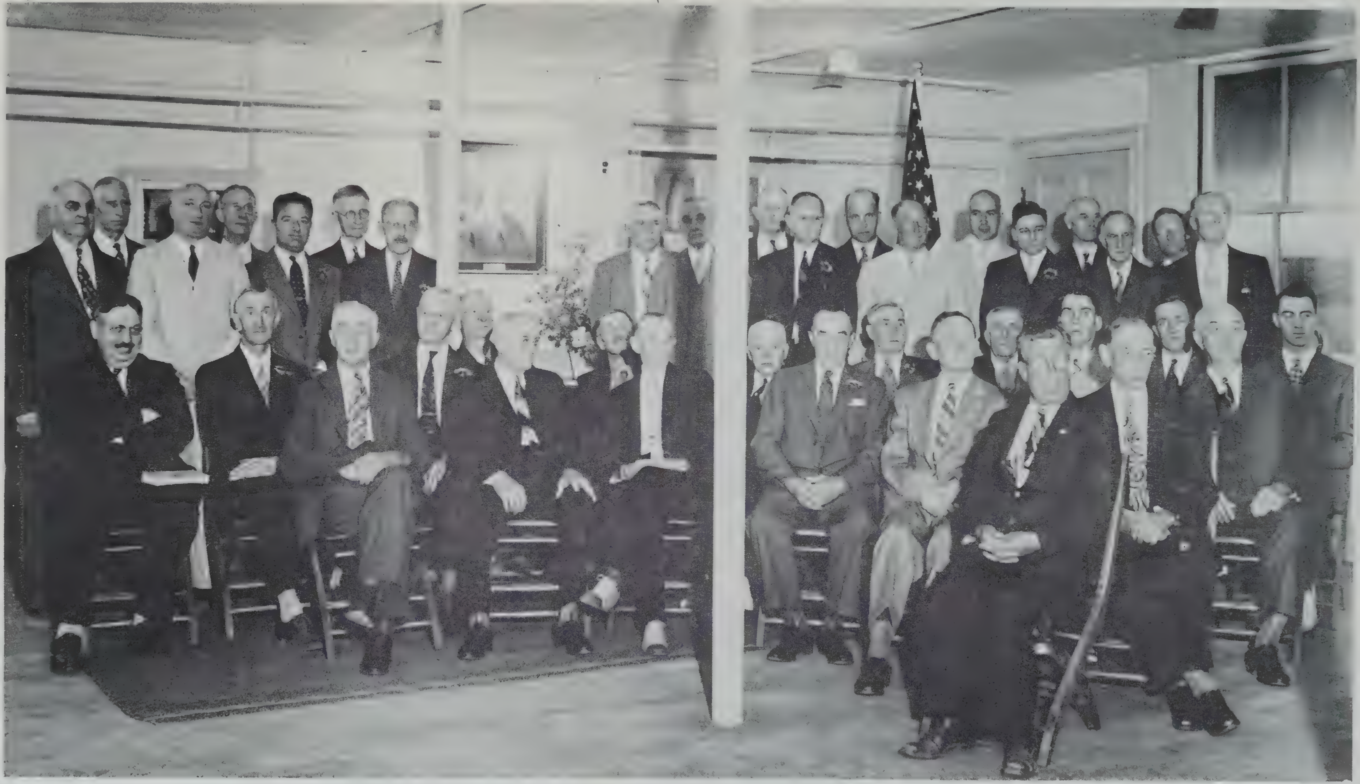

**Brotherhood Men's Class of Central Baptist Church**

A gathering in memory of Herbert S. Sylvester, who founded the class and was their teacher and leader for 25 years. Mr. Sylvester passed away on April 16, 1938.

Picture Courtesy Janet C. Sargent

Standing left to right: William C. Barden, Abraham G. Newkirk, Rev. James L. Hynes, George Gove, George Ward Stetson, Walter K. Allen, Everett A. Bowen, Dwight P. Kinsman, Alonzo Dealtry, John D. Rockwell, Waldo S. Thomas, Sylvester Greene, H. Nelson Raymond, W. Lawrence Greene, Edgar C. Sowerby, ?, Edwin L. Seaver, Walter G. Wells, David C. Howell.

Seated left to right: Edwin B. Young, Arthur C. Caswell, Henry King, Edwin L. Belcher, Frank Brackett, Valentine Deane, Howard C. Stiles, Jacob A. Swift, Peter Ramsey, H. Arthur Standish, Burpee Crowell, John Sinclair, ?, Stanley Reeves, Robert Kinsman, Sylvanus Brett, N. Dorrance Ryder, Rev. Edward Prescott, R. Winsor Carver.

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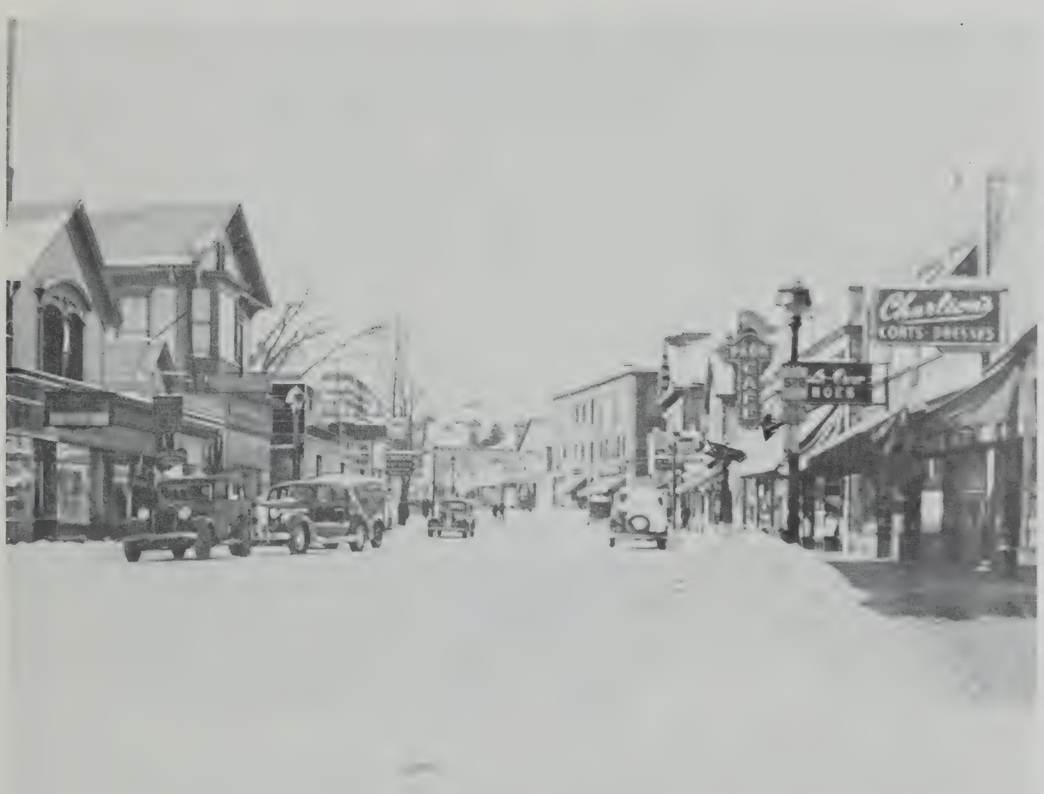

WINTER SCENE
MIDDLEBORO 19?

We were unable to pinpoint the year this picture was taken. What year did Charlton's (Ladies' Clothing) change its location from Center Street to South Main Street? The old Middleboro directories were of no help as the last one was published in 1934 and Charlton's was not mentioned in any of them. Nor was Park Cafe. Automobile buffs can probably date the automobiles and pretty accurately date the picture.

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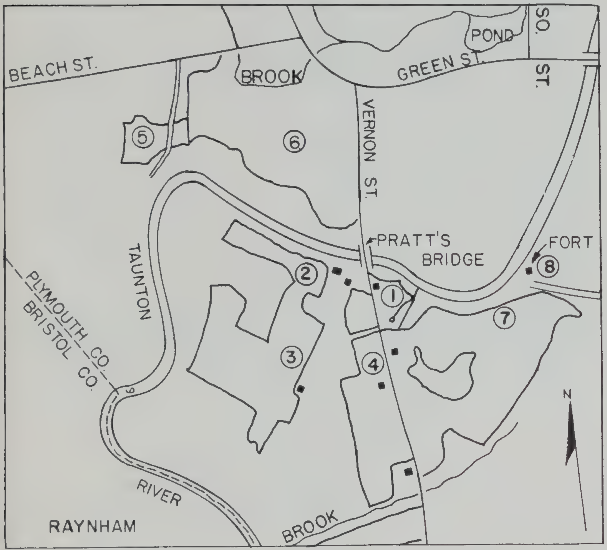

[illegible]gure A. Map showing Taylor Farm site in center (numbers 1 through 4). Other important sites in Titicut area are also shown. 1, pasture site; 2, river site; 3, orchard site-- burials 1 thru 5; 4, hillside site--burials 6 thru 21; 5, Titicut site, Bridgewater; 6, Seaver Farm site, Bridgewater; 7, Fort Hill field site, North Middleboro; 8, Fort Hill bluff site, North Middleboro.

Along the remote western edge of Plymouth County lies the Taylor Farm site. This section is known as Titicut; the Indian meaning is 'The Place of a Great River.' Located along the Taunton River in North Middleboro, this 82 acre farm has been lived on for some 8000 years since Early Archaic times. Across the Taunton River to the north lies the noted Titicut site, the subject of several past articles in the Bulletin of the Massachusetts Archeological Society. (Robbins 1967).

Selection of this spot by Early Archaic people must have been prompted by its vast hunting and fishing potential, plus a water route to the ocean. Each spring herring pass upstream by the thousands to spawn at Assawompsett and Nippenicket Lakes. This phenomena must have fascinated early man and have drawn him like a magnet to this beautiful area. Probably other large fish such as salmon, shad, pike and sturgeon also migrated up the Taunton river to spawn. And not to be overlooked is the possibility in early times of seal following upstream with the annual fish run. Early settlers must have noted its deer hunting potential, with the river yielding fur-bearing animals and always good fishing available.

**Early Historic References.** The first white settlement at Titicut was made in 1637 by Miss Elizabeth Poole and several associates. She was the daughter of Sir William Poole, a Knight of Colcombe, in the parish of Coliton, Devon, England. Her purchase was between the bounds of Cohannet (Taunton) and the Titicut weir above Pratt's Bridge. She came for the purpose of forming a settlement and for the conversion of the Indians to Christianity. (Weston 1906:28). She is credited with being one of the chief promoters of Taunton and its incorporation as a town on September 3, 1639.

At Pratt's Bridge, David Charles, Isaac Wanno and other Indians, in 1707, owned the land with an old mill privilege. It was used for some 5 years until in 1725 when iron works were established and a company was formed for the manufacture of hollow-ware. In 1730 Ebenezer Robinson had a sawmill and a furnace on the Taylor farm, the south side of the valley. (Weston 1906: 407).

Other early white settlers at this site developed many small industries. William Pratt owned a large farm, and built a grist mill, a sawmill, a fulling mill for processing wool, a gun shop, and a linseed oil mill. He also had a blacksmith shop and shoemaking shop. His father, Benjamin Pratt built ships of 40 to 50 tons during the late 1700's and early 1800's just across the river from the Taylor farm near the Titicut site. (Emery 1876: 91).

**Artifact Description.** During the course of Taylor farming operations four main concentrated aboriginal occupation areas of about one acre apiece were continually surface-hunted during the past 40 years (Fig. "A"). Four distinct periods of occupation have been identified by the type of recovered projectile points, when compared with similar types at other well stratified sites. This comparison provides a culture sequence that is generally accepted as a standard to be expected at sites under excavation.

The earliest occupation at the site is Early Archaic and may be identified by Parallel Stem and Bifurcated points of the early phase. They are followed by the Corner-Removed #5, #8 and #9 points of the Middle Archaic (Figure 1). This is followed by the Late Archaic period with its Corner-Removed #7, Tapered Stem, Eared, Small Stem, and Small Triangular #3 and #4 points (Figure 2).

The next period is the Ceramic or Woodland, represented by Large Triangular, Small Triangular #5, Corner-Notched, Small Stem, and Side-Notched #3, #6, and #7 points (Figure 3). The last period, the Contact or Historic period, may be identified by gun flints, kaolin pipe fragments, clay marbles, iron hoes, copper kettles, and glass beads (Figure 4).

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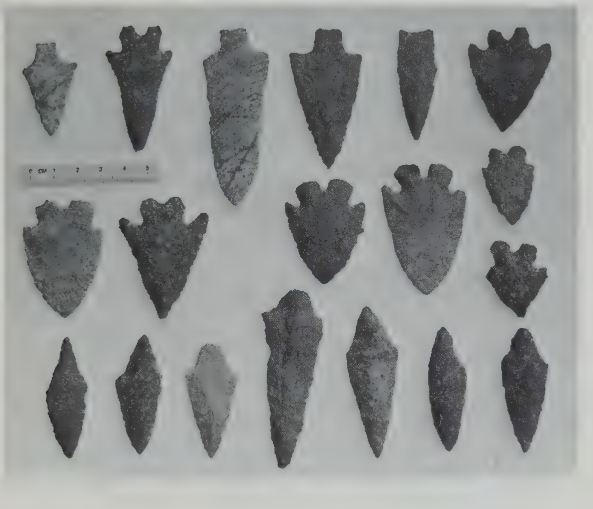

Figure 1
Representative points from the Early and Middle Archaic periods. Some restoration used. Material is felsite, argillite and quartzite, with longest measuring 3 inches.

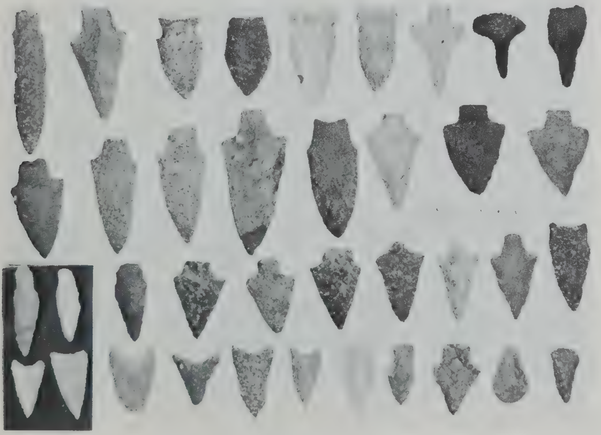

Figure 2
Representative points, drills and scraper from the Late Archaic period. Material is felsite, quartz, argillite, quartzite and flint, with longest spear being 3¼ inches.

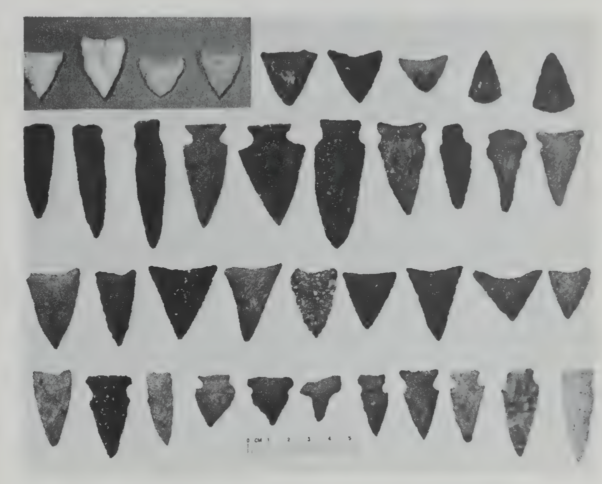

Figure 3
Woodland points, scrapers and drills. Material is felsite, quartz, quartzite and flint; longest is 2½ inches.

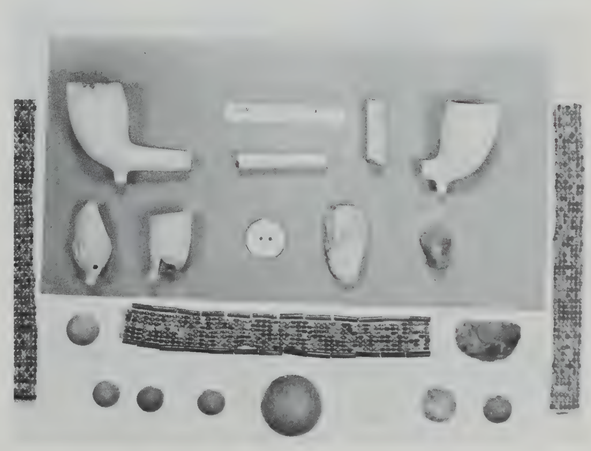

Figure 4
From the Historic period are glass beads, kaolin pipe fragments, clay marbles, gun flints and a shell button.

Beside these points other larger artifacts were recovered on the Taylor farm consisting of Gouges, Grooved weight, Celt, Pestles, Plummets, Axes, Hatchet club, Hammerstones, Clubs, Hoes and Spades. In addition there were knives, spear points, drills, pendants, and gorgets. Some of these along with representative projectile points from the site, typologically arranged in their respective cultures, are included in the following photos, (Fig. 5-8).

**Imported Projectile Points.** Numerous imported projectile points, probably from New York and Pennsylvania, have been recovered at this site. This being a "Closed Site" a better chance for comparing and examining the total assenblage, as related to domestic and imported points, becomes available. Using Ritchie's (Ritchie 1971) nomenclature, recognized are Genesee, Brewerton Side-notched, Snook Kill, and Susquehanna Broad of the Late Archaic; Meadowood, Rossville, Jack's Reef Corner-notched, and Jack's Reef Pentagenal of the Woodland, (Fig. 9).

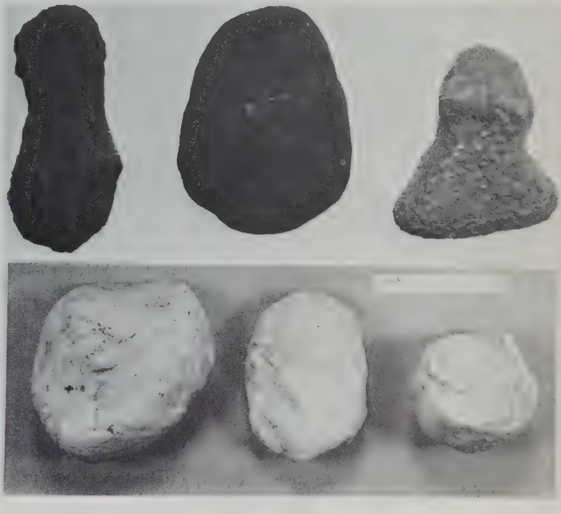

Figure 6
Clubs and quartz hammerstones from the Archaic and Woodland periods. Knobbed club at top center was recovered from the bottom of a canal, used in colon times for water power to run small mills.

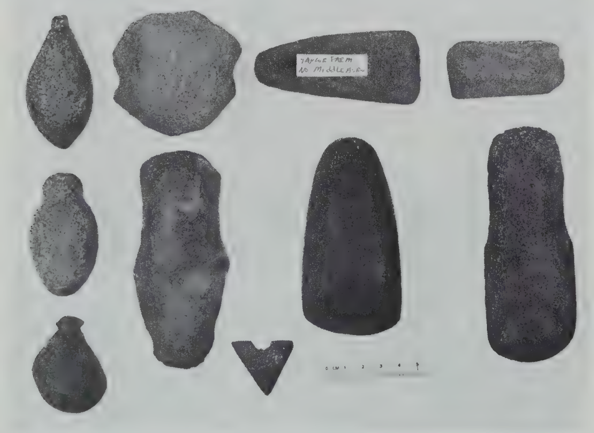

Figure 5
Implements from the Early and Late Archaic period. Grooved weight, gouges, plummets, axes, celt and a piece of plumbago are shown.

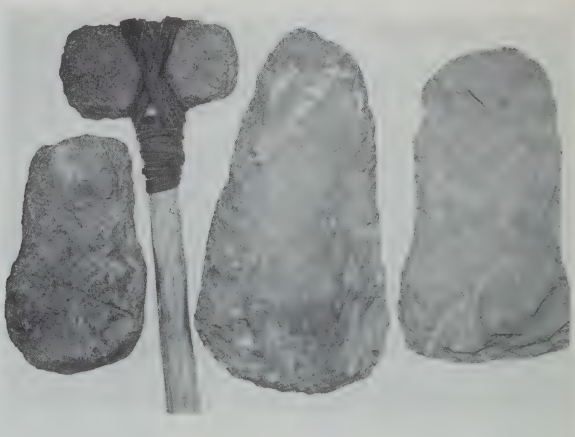

Figure 7
Implements from the Woodland period; hoe, spades and hafted hatchet club. Longest spade measures 8½ inches.

All examples from the collection of William B. Taylor,
Middleboro, Mass.

*Continued next issue*

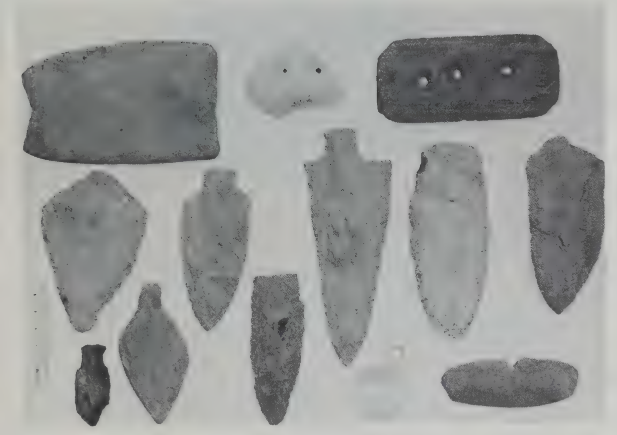

Figure 8
Pendants, restored gorget and 7 knives are shown. Two rare oyster shell pendants are included. Large knife (or spear) in center is 5½ inches and washed out of river bank in 1947, from under a large oak tree.

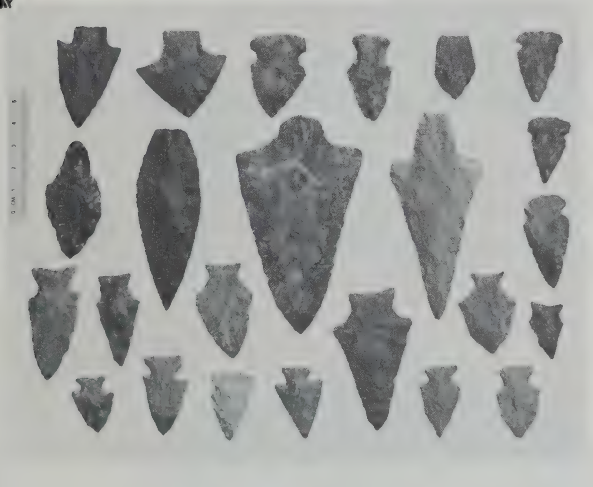

Figure 9
24 examples of imported projectile points from New York and Pa. Recognizable materials are Coxsackie Deepkill, Normanskill, Helderberg Catskill and Onondaga flints and eastern Pa. brown chert or jasper. Some restoration used.

## HON. DAVID G. PRATT

The Honorable David G. Pratt was one of the few Middleboro men accorded the honor of serving on the Governor's Council. He served three terms in that office under Governor Guild.

Mr. Pratt was born in Boston, November 7, 1848, son of Isaac Pratt, Jr. and Hannah (Thompson) Pratt. He obtained his education at the Chauncey Hall School and Phillips Exeter Academy. After his school days he entered the employ of the Weymouth Iron Company as bookkeeper and later was selling agent for the company. He next was employed by the Bridgewater Iron Company from which he retired in 1866 and came to North Middleboro to live, occupying the handsome estate built by his grandfather, Isaac Pratt. In 1896 Mr. Pratt began his political career, being chosen to represent the Seventh Plymouth District. For this office he defeated the Rev. A. C. Littlefield and the Democratic candidate. Beginning in 1901, he represented the Second Plymouth District in the Senate for three terms, and it was during that period he served on the Governor's Council.

Locally, Mr. Pratt held many positions of honor, including election to the board of light commissioners, trustee of the public library, president of Montgomery Home Association. For many years he served as trustee and treasurer of the Pratt Free School of North Middleboro and for twelve years was president of the Middleboro Savings Bank. Mr. Pratt represented Middleboro at the dedication of the Pilgrim Monument in Provincetown, August 5, 1910, when Middleboro contributed a stone to be used in the building of the monument. At this time Mr. Pratt was vice-president of the Cape Cod Pilgrim Memorial Association, sponsors of the monument.

Mr. Pratt and his brother married sisters, David G. marrying Marion Grace Pratt and Edmund T., Susanna K. Pratt, daughters of Thomas Jefferson and Dordinia K. Pratt. At her death, Mrs. David G. Pratt left a bequest of $150,000 to St. Luke's Hospital of Middleboro, to be used for the erection of a new building, the fund given in memory of her husband, the Hon. David G. Pratt.

Mr. Pratt was deeply interested in the First Unitarian Society of Middleboro and presented them the lot on which their church was placed when in 1907 it was moved from Pearl Street to its present location on South Main Street.

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**The David G. Pratt Residence**
**North Middleboro**

One of the show places of the community, the house was built by Mr. Pratt's grandfather, Isaac Pratt. After Mr. Pratt's death, it was occupied for several years by the Loheed family, is now owned and occupied by Mr. and Mrs. William F. Washburn.

Owner of one of the first automobiles in town, by 1907 his was one of about fifty of the machines in Middleboro. An organization was formed to solve some of the problems created by the horseless carriage, such as speeding and reckless driving. The Auto Club, of which Mr. Pratt was the first president, sought to remedy the situation by stationing men at the approaches to Middleboro and handing the driver a card politely requesting him to avoid exceeding the speed limit of fifteen miles an hour. It was reported the cards were well received and in most cases, honored. Mr. Pratt kept his car on a turnstyle in his barn at his residence in North Middleboro. Starting out, he would drive the car across his yard, through the wide gateway and directly across the Common (now the Village Green). He maintained a road across what was then a small hayfield for this purpose.

Mr. Pratt passed away at his summer home in Buzzards Bay, July 22, 1916.

At the time of his retirement from politics, the following poem was written by one of his colleagues, Thomas F. Porter.

I must not forget in my jingle to mention,
One member whose cheeks are as red as a rose,
Whose merit and worth oft excite wide attention -
Our most worthy president, Jones of Melrose.

There is Appleton, too, who in spite of the weather,
Is e'er in his seat, the ill-fated thirteen;
And Bracket, the whole-souled, a dealer in leather;
And Chandler, whose pink is the brightest e'er seen.

There is Sullivan, too, the famous ball pitcher,
Any morn he is likely to spring a surprise;
You know the time that he made us all richer -
The day that he sent us those forty green ties.

There is Dillon, put down in the book as a Dem,
Who comes to us fresh from his home every morn,
And MacInness and Gore, and a few more of them,
And Nye, who comes up from the white sands of Bourne.

I am glad to be here for our friend from Fall River,
Is here with his smile that a saint would ensnare;
To judge by his face he's a pretty high liver,
And gives to his few hairs the greatest of care.

Friend Apsey is here whom 'tis said has ambition,
His style is quite pleasing, his dress always neat;
And this I am told is the young man's position -
He would not object to the president's seat.

If I, in my hurry, have anyone slighted,
I doubt 'twill cause him the least bit of grief;
For, when to spin rhymes by our host was invited,
I was told to remember that I should be brief.

A word or two more of our host with the glasses,
Of course I mean those which are now o'er his eyes,
Tho' diamonds he wears, he's in touch with the masses,
And acts in their stead in a manner most wise.

I wish you, friend Pratt, good health and enjoyment,
And, when from life's candle the last ray has burned.
I hope you will find most congenial employment,
In that senate whose meetings are never adjourned.

Thomas F. Porter.

Poem courtesy of Warren Richmond

# TWIGS & BRANCHES
# of
# Olde Middleborough
# in
# Plymouth County
# Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*

*Certified Genealogist*

The first postoffice in North Middleboro was established in 1821. Jared Pratt was the first appointed postmaster. He was succeeded in February of 1821 by Isaac Pratt, who was his uncle. Next in line as postmaster was George Pickens, Jr. Then came the Rev. Philip Colby and his successor was Dr. Morrill Robinson. Both of these men were professional men, Colby being minister of the North Congregational Church from 1816 to 1851.

Rev. Colby's successor as postmaster was Dr. Morrill Robinson who was born in South Raynham, Massachusetts on 15 August 1803. He graduated from the Medical Department of Brown University in 1827 and in that same year settled at North Middleboro where he practiced for more than forty-five years. He served as postmaster from 1836 to 1865. On the 12th of February 1828 he married Mary Shaw, the daughter of Calvin Shaw of Abington, Mass.

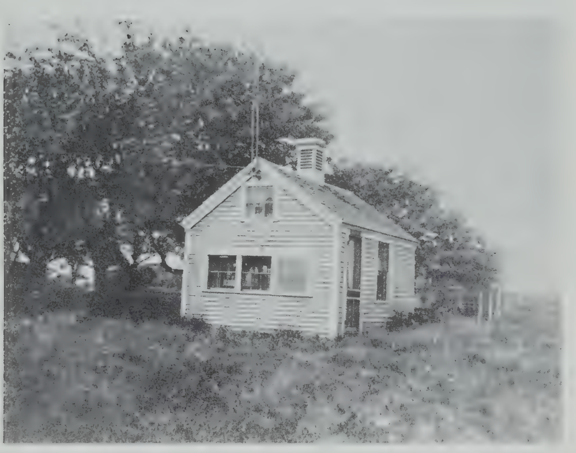
The next person to serve as postmaster in North Middleboro was Solomon White who married in 1829 Saloma Eaton. After his term of office came Nathan Pratt and he was followed by Percy W. Keith.

The first postmistress was Lucy H. Pratt who followed Percy Keith. She was succeeded by another woman, Clara G. Howe who took office 22 Sep. 1917. Lucy Pratt was appointed 28 Jan. 1903. In 1921 Aylesford Allen became postmaster in North Middleboro. Mildred W. McDuffy served in 1922 and on 13 October 1922 Edith H. Robinson was appointed. On the 1st of October 1925 J. Amy Prouty took office and was reappointed on the 23d of October 1928. The North Middleboro postoffice was discontinued on 31 March 1934.

The North Middleboro postoffice changed locations a number of times and information as to locations and exact dates for service of the various postmasters and at what location are not readily obtained or verified.

It is known that the 21st of August in 1899 at 8:25 in the evening the building in North Middleboro which housed the post office and Elliott Bros. store caught fire and burned. The building was owned by Nathan Pratt and he lived in the second story. He lost all his household goods and clothing. The supposed cause of the fire was the falling of a large lamp that is said to have set the floor on fire. The chemical engine came from the center, a distance of five miles in 25 minutes. The house next to the store owned by Percy Keith and occupied by Arad Dunham was damaged to the value of several dollars, but was saved by the men of the place by the use of buckets of water. The loss was estimated at $5,000 and was partially insured.

June 10, 1925. A building on Plymouth Street in North Middleboro known as Charles Manilla's store and owned by Charles Manilla of East Boston, Mass, was totally destroyed by fire about 3:15 o'clock Wednesday morning. The fire was discovered by neighbors and a call was sent in to the fire station and Engine One responded but when they responded the entire building was doomed. This building which formerly housed the postoffice had been unoccupied for some time and it is understood that a short time ago Manilla came here and moved some of his household effects from it. Just how the fire started cannot be learned, but it is placed on the incendiary list, both by chief of police Sisson and fire chief Maxim. Srgt. Stingel of the state police was also investigating and found a can that evidently contained gasoline or kerosene and the fire had evidently burned up to the can. State inspector Edward Murtaugh of the state force of fire inspectors, together with chief Maxim and Chief Sisson is investigating. Manilla



had not lived in Middleboro for some time having moved to Bridgewater and Brockton and then to East Boston, where he was located on the morning of the fire. The post office was for a time conducted by Postmaster Howe in this place until Mr. Howe sold out to a Mr. Allan who in turn sold to Manilla and Manilla obtained a temporary appointment which brought out a protest with the result that another examination was held and the office moved to its original location nearer the center of North Middleboro village. Shortly after this Manilla who also conducted a store in the same building moved from the village.

It appears rather certain that the moving of the postoffice to what was presumed to be about the same location as that of an earlier period was a move to the village. The center of town and/or of activities for North Middleboro was the area at the junction of Plymouth and Pleasant streets. In this section was Caswell's store, the Pratt Free School, the North Congregational Church, several large Pratt houses and the North Middleboro Cemetery.

The postoffice location remained at Caswell's store a number of years.

At one time the North Middleboro postoffice had a separate section of the Caswell store and a separate or private entrance. Later on this entrance was given up and patrons entered thru the main store.

After the discontinuance of the postoffice in North Middleboro the mail came out of Middleboro as a rural route with each family maintaining a postoffice box in front of his home conforming to Federal postoffice regulations.

These two photographs are of the same building taken from different angles. They are said to be photographs of the first postoffice in North Middleboro. The question arises immediately . . . is this a building which housed ONLY the post office? Or is it a building which served a dual purpose . . housing the post office and a store or office of some sort? There seems to be no indication that North Middleboro ever had a separate building which was used exclusively for a post office.

However, complete and accurate details regarding the location of the post office is uncertain. It would appear from these pictures that there is a flagpole on the building and this is a 'recommendation' that the building may have served in this capacity since Federal buildings usually fly an American flag.

It would appear this building is not on its original location . . . or at least it certainly indicates no ready means of access. That is, there is no street in front of the building, nor is there a path showing an entranceway from a street. A piece of the property seems to be fenced and in the distance can be seen a house. In the other photo there appears to be a shed or farm building of some sort. There also appears to be a sign over the door and both photographs show plenty of windows and do not indicate much solid wall space.

So the question which becomes pertinent is . . has this building been relocated and if so . . . from where to where?

North Middleboro postoffice was started in 1821 but this building appears later than that, particularly the style of the screen door or is it a wooden door with glass panels? It is difficult to say. One window appears to have shelves and perhaps bottles on them and one window appears to have a screen or plastic over it.

Could this have been an office of Dr. Morrill Robinson? Or could it have been a building on the Decker property which burned and was first owned by Jared Pratt who was the first postmaster?

This is a puzzler and any information available would be most welcome.

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## PALTRY PAY FOR BOYS IN THE TWENTIES

by
Clint Clark

A review of how boys earned spending money in the Twenties has an historical aspect because some of the sources have long since vanished; setting up pins in bowling alleys, for example.

Peddling papers on established routes was one of the most common means of earning a steady income. Akin to the famous credo of mail carriers, paper boys made their appointed rounds in all kinds of weather, including the "dark of night" on long routes in the winter.

They went out of Sullivan's Newstand, or Farrar's Store, carrying papers in stout canvas shoulder bags, or in baskets on bicycles. To cover a long route with 80 papers, I used a homemade cart, made of a wooden box and a pair of baby carriage wheels, For that, six days a week, the pay was about $2.50, when all customers paid on time.

Setting up pins in the YMCA bowling alleys was another job that was long on labor and short on pay, and dangerous, if you failed to duck a flying pin.

Bowling matches paid the pin boy $.75. . .15 strings at $.03 each string, plus, usually, an extra $.15 from bowlers who rolled a few warmup strings before the match began. It wasn't much for an evening's work, but we thought it was pretty good pay.

A boy could earn a little money at bagging potatoes in a grocery store. Working in the backroom or cellar, he filled paper bags with 15 pounds of potatoes to the peck. A job I had of sweeping a tailor shop paid $.50 a week.

There were jobs for wages, by the hour or week. In addition, there were independent means of earning money. . .self-employed as a picker and peddler of blueberries, mowing lawns, running errands, scavenging for returnable soda bottles, $.02 for small, $.05 for large—a quick and easy way to make a dime to go to the Saturday matinee at the Park Theatre.

Country boys earned money working for farmers; weeding, cleaning out barns and henhouses, pitching hay, etc. Picking strawberries paid $.03 a basket, and $.05 when they thinned out, in either case making sure that they were heaping full.

It happened one time that a local agent recruited a crew of boys to pick strawberries in Teaticket on Cape Cod. He provided transportation and a box lunch. What we were paid wasn't enough to remember.

In the spring, older boys used to sit on the wall opposite the fire station, ready to hop on a truck when the whistle blew for a forest fire. We got a fast ride, the excitement of battling a blaze in the woods, and eventually, after the Fire Chief turned in our time, whatever it came to at $.25 an hour.

There also were chances to work for the town when heavy snowstorms struck. Since they didn't have the powerful trucks they have now, our job was to shovel out the big drifts so they could get through. . .also at the same rate as fighting forest fires.

Somehow the Horatio Alder formula—that hard, humble work for low pay paves the way to riches—didn't work for us, nor did we expect it would. The principal reward was the pride we took in earning our own spending money.

The Massachusetts Society of Mayflower Descendants has contracted with William S. Sullwold Publishing, Inc. to publish the Vital Records of the Town of Middleboro. The project is under the direction of Barbara Merrick, Historian, in cooperation with Mrs. Ruth E. Caswell, Middleboro Town Clerk. Completion is anticipated in 1983.

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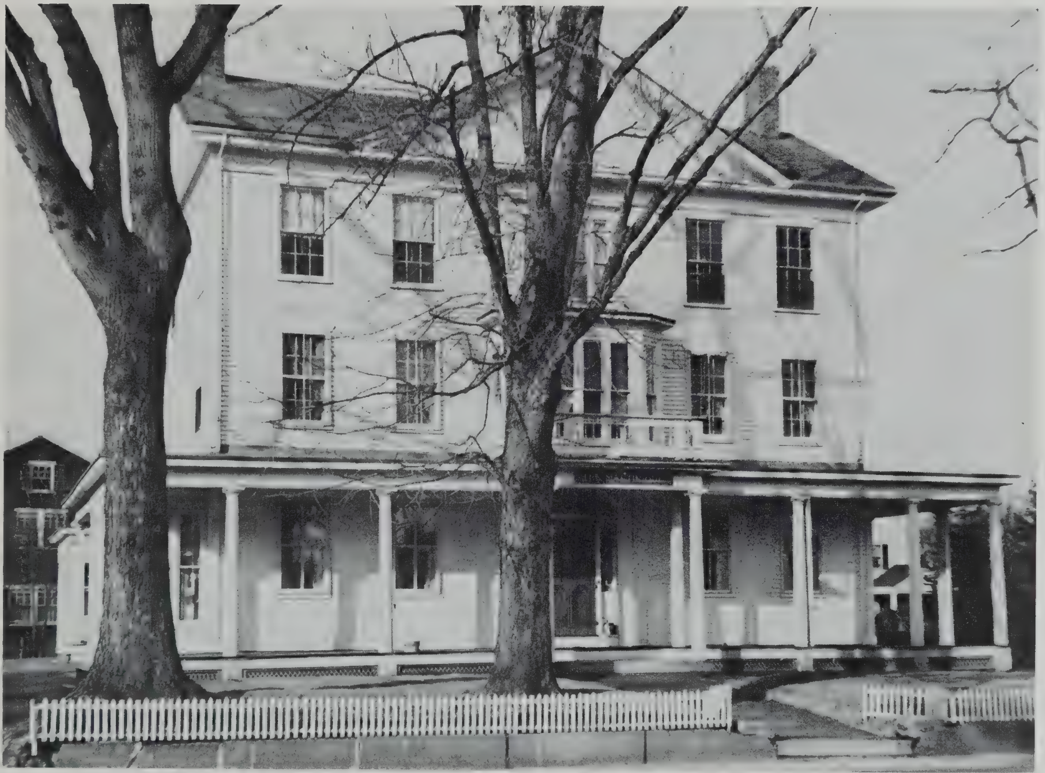

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## THE MARTINIQUE

The picture on the front page of this issue of the Antiquarian does not do justice to the handsome mansion known in its final days as the Martinique. The home was one of the handsomest in Middleboro and was almost a replica of the fine colonial home of Colonel Peter H. Peirce which was its neighbor on North Main Street and is still standing, beautifully restored by Attorney George C. Decas. In the early 1900's the house was graced by a sunken garden and there was a large ell on the rear of the house which does not show in the picture but contained a separate apartment.

The house was built in 1828 by Major Elisha Tucker for his bride, Sarah Louise, daughter of Major Levi Peirce. One of the show places of southeastern Massachusetts, the house contained seventeen bedrooms, eight baths, twelve fireplaces, and a beautiful winding stairway. Originally a two storey building, in 1881 it was raised to three stories. The parlors on the first floor were embellished with intricately carved and gilded rosettes in the white woodwork over windows and doors. (Some of these are preserved in the Middleborough Historical Museum.) Christian doors, having panel crosses, bore Sandwich glass door knobs that also contained crosses. All the windows were fitted with folding inside shutters. In the sunken garden, which extended for some distance on the south side of the house, stood a large wooden telescope that once surmounted Peirce Academy where Professor John Whipple Potter Jenks served as Principal.

Professor Jenks married Sarah, daughter of Major Tucker and went to live in the Tucker residence. The next owner of the homestead was Elisha Tucker Jenks, son of the Professor, who was greatly interested in marine subjects. He had a shop on Wareham Street where he made and sold locks for museum cases, his own invention. His son, Elisha Tucker Peirce Jenks, was the last of the original family to live in the house. Mr. Jenks married Edith Roberts of Middleboro and they had two children, Barbara and Roger.

Like many of the fine old houses in Middleboro, it deteriorated rapidly as it became too expensive to maintain. In 1922, a block of stores was built on the site of the sunken garden. In 1939, the remainder of the property was sold to Mr. and Mrs. Charles F. Martin who revived both the exterior and interior and opened a hostelry very appropriately named, "The Martinique."

In 1944, Mr. and Mrs. Gilbert Campbell became the owners and continued to conduct the inn. The Campbells made two surprising discoveries: in 1953 they uncovered a secret stairway thought to have been used in smuggling slaves from the south. From a second floor closet this tiny hidden stairway led to the attic. In 1959, workmen uncovered what at first was thought to be a cellar used for holding slaves, but proved to be one of the early cisterns that stored rainwater for use in case of fire.

In 1955, the enormous old barn that had been part of the estate but had been moved to the rear of the next property on Peirce Street, that of George N. Harlow, was razed. In 1956, the Campbells received an offer for the property from the Gulf Oil Company which they accepted and the following year the fine old mansion was razed and a gas station erected on the site. Since that date there have been a succession of gas stations, and small restaurants on the location where once stood one of Middleboro's finest historic houses.

Mrs. Campbell has recently sent to the Middleborough Historical Museum some documents she found in the Martinique before it was demolished. They are signed by various governors of Massachusetts and commission one James N. Thompson to serve in the militia of the Commonwealth of Massachusetts in the middle 1800's.

## TRAVELING COLONIAL STYLE

by Alfred Lentini

When the Pilgrims, after three months on the Mayflower and many hardships, finally decided upon Plymouth, it was fall and winter soon came. They built rude huts, food was scarce, they were poor hunters and fishermen and many died. One day an Indian named Squanto wandered into their settlement and was able to converse as he had escaped from the French where he also learned English. Squanto taught them how to use trails to hunt and fish and also introduced them to Chief Massasoit. The Pilgrims worked from sun-up to sun-down six days, and on Sunday to church for most of the day. After many years some prospered and stayed. These found time to travel and visit nearby. The Pilgrim colonists adopted the Indian mode of travel, on foot as long as their stout legs held out. Like the Indians they first followed animal trails made by deer and other animals, for animals are excellent surveyors and their paths are cleverly engineered to give the easiest trails. The Indians in the Northeast used these animal trails and made many others. These trails were about two or three feet wide and were really foot paths through the woods where there were hundreds of deer and thousands of birds.

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Mertie E. Romaine .......... Editor

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Narrow streams were crossed by fording or on rude bridges of fallen trees. Foot travel required skill and courage as you would get lost if you wandered off the trail, as the woods were so dense and they had great fear of Indians. Along these trails one could see the footprints of animals and the deer were tame and did not run away until man taught them fear. Deer were so plentiful that they were sold for twenty-five cents each. These trails later became rude roads. Can you imagine being in the woods and running into herds of deer where you are now and disturbing flocks of duck and geese so large that when they flew they clouded the daylight and made it dark? These trails were enlarged by the Indians by blazing; this was removing some of the bark and leaving only the white at eye level. The Indians also bent saplings which grew as a U, V, or inverted L shape. Other dense areas were burned. Some of these old marked trails may still be found in some areas. Old Indian trails famous in New England history are the Bay Path from Springfield to Cambridge, one from Worcester to Boston called New Connecticut Path, and others. The Pilgrims used these paths to hunt and to trade with the Red Men with whom they wanted peace. They bought land from the Indian Chief Massasoit and Squanto was their interpreter.

The Indians were Christianized and Massasoit's two sons were named Alexander and Philip at baptism. Alexander was very sick once and was carried in a litter to Lake Assawompsett, then canoed across the lake and carried by litter on the Indian trail now called Route 44 to Plymouth to be helped by the white man's medicine, but he died when he returned home. His brother, now King Philip, hated the white settlers and wanted an excuse to drive them out or kill them. Philip used his brother's death to start his war which ended when he was shot in the Snake River Swamp which connects Long Pond with Lake Assawompsett and where we can see Philip's look-out. His two sons were sold into slavery in Jamaica. Many Pilgrims lost their lives and scalps. Scalping had been introduced by the Spaniards under DeSoto, as were also many forms of cruelty and torture from the Spanish Inquisition. Route 44, an original Indian trail, was used when the Pilgrims spread to Carver, Middleboro, and Bridgewater. Travel trails introduced much of the white man's culture as whiskey, taxes, and curtailment of freedom which seemed to have destroyed the real American, the Indian, who saved the Pilgrims from starvation during their first winter here. Looking back on history one can see that when we took their lands, we took away their freedom to move, and so the Red Men have almost disappeared.

Another form of travel used by the Pilgrims was on the waterways of rivers, bays, and ocean. Travel on the waterways was by boats and preferably when the weather permitted. Indians traveled by canoes and dugouts made from hollowed out pine logs. The Pilgrims used row boats and canoes. Later they made many types of sail boats as pinnnaces, shallops, ketches, sloops and schooners. The Indians would cut down a suitable tree and burn it inside leaving an outer shell called a dugout. So when the white man came to America in large ships they marveled at the size, imagining they were hollowed out of tree trunks and where such trees grew. We must try to remember that any canoe we use today is a copy of the original Indian canoe, weighing one quarter as much as the white man's bulky affair. Today the pleasure of sitting in a canoe, paddling along the beautiful shores of scenic wonders makes one grateful to be alive and to know that God made all to serve man. What an inspiration is the sunrise and sunset on the waters. Traveling by canoe requires knowledge of rapids, currents, rocks, and waterfalls or you may lose your life. Poling a canoe is necessary in shallow waters and slow current. Indians did go many miles out to sea, but in their dugouts.

The broader rivers in New England soon had many types of small crafts and ferries. In 1639 the Pilgrims established the first regular ferry from Charlestown to Boston and each passenger paid three cents. The Sunday ferry across the Charles River to church in Boston cost one cent. When a rider and horse wanted to cross a river he had to use the ferry while holding the reins and guiding the horse swimming in the water in back of the ferry, thus he paid no fee for the horse. The rope ferry was a picturesque sight on any river.

As our Pilgrim fathers became more prosperous in Plymouth at the North River, they made boats larger and safer and there was more travel by water, which was more comfortable and economical, displacing many of the smaller sail boats. Sail boat travel now became more popular. These sail boats went up and down the Cape to Boston and Charlestown. Many Cape towns such as Provincetown, Wellfleet, Yarmouth, and Hyannis became very prosperous.

The colonists were allowed to trade only with England and so many prices were very high. To offset these high prices smuggling went on, exchanging lumber for sugar and rum at half the price charged in England. Sail boat travel was precarious, dependent upon the weather and many a ship never returned. Seafaring men cannot help being religious as they know the power of the mighty waters. Thunder and lightning and high seas made our Pilgrim fathers very religious. They always remembered their God, who had guided them across the ocean from Holland to America. He had answered their prayers in their daily trials and tribulations when they were almost starving. They worked very hard to earn their freedom to worship, which we have forgotten.

Another form of travel used by our early Plymouth fathers was horseback. Rude roads were being built, small bridges and cartways between closely neighboring towns. The bridges were small horse-bridges with a railing on but one side. In the early period horses were not plentiful, but as they were bred and increased, more horses were available and people traveled more. Horseback riding became so popular that everybody had a horse-block in front of their home. Later, on the principal roads, stones were set at every mile to tell the distance from town to town. Longer horseback travel required certain equipment; you traveled light or heavy according to your pocketbook. On an average trip, one horse to travel and one horse to accommodate the food and equipment for all kinds of weather and trails. Travel on horseback is usually at a slow gait from beginnging to end. It may be a winding trek over steep trails, down slopes, through forest aisles, over rough terrain where the trail is scarcely visible and where horses are left to slowly pick their way. When you travel by horse remember your entire outfit is going to be subjected to strenous bouncing and banging despite the slow pace and saddle blisters. Imagine traveling on horseback and not being with his movements but bobbing about in reverse of the horse's every movement, unprepared whenever the terrain takes a sudden dip or rise and how many blisters at the end, oh, oh, ow, ouch!

One way of horse travel, when horses were scarce which would help four persons ride part of their journey, was called the ride and tie system. Two of the four started on foot on their road; two mounted on the saddle and rode about a mile, dismounted, tied the horses and walked on. When the two who had started on foot reached the waiting horses they mounted, rode on past the other couple for a mile, dismounted, tied the horses and walked on, and so forth. In 1704, a Boston school teacher, Madam Knight, rode from Boston to New York on horseback. She had as companion the postman, whose duty it was to assist and help any and all travelers who journeyed in his company. Along these post roads some colonial milestones are still standing. These post roads were followed in later years by the engineers of the turnpike and railroads. Massachusetts men introduced the postman and mail coach which were later copied in England. The postman changed horses at certain specified places and most traveling people waited until sundown before stopping and resting for the night and carried their horse's food on the pack horse. Mail delivery was usually to an inn where mail was thrown on the table and everyone looked till they found what they expected. It is said that one old postman occupied himself as he slowly jogged along by knitting mittens and stockings, sort of moonlighting as the pay was poor and besides the horse knew his way and could be trusted.

As our Pilgrim Fathers became more prosperous they bought wagons or coaches for travel. This advanced stage of travel helped to open and develop our wilderness Indian areas. Travel by Conestoga wagons also caused open warfare between the advancing whites and the Red Men who tried to prevent encroachment and died preserving their rights. Now the United States Supreme Court is trying to remunerate the Indians for the injustice, but too late. We have caused them to slowly disappear, leaving us heirs to their wealth of ecological ideas. As early as 1652, very few people traveled by public wagons. In 1692, more people traveled by public coaches as the demand had increased and many travel agencies arose. One member of the clergy wrote against travel coaches as they were the work of the devil and encouraged too much travel. Private coaches of all types were in demand and became fashionable. Richer families had many coaches as we have several cars in one family. Some of the more popular travel coaches after which our cars are named were Brougham Coach, convertible, touring and regular. With improved roads, wagons and coaches became larger and more horses were used for speed. In 1773, we had the first mail passenger coach between Boston and Portsmouth. The first stage coach from Philadelphia to New York in 1776 was called, "The Flying Machine," a good wagon set on springs and it was on time regardless of how the passengers felt. In 1767, a stage coach ran between Boston and Providence. In 1770, there was a stage from Salem to Boston. Public coach travel was an adventure. Public coaches were old and shackle repaired, and much of the harness was made of ropes. They followed a regular route and changed horses periodically after so many miles. You reached your first resting place at night, if no accident intervened. You went to bed with others and were given a notice to be ready at 2:30 A.M., snow or rain. After a few days of such traveling and helping the driver out of a rut or quagmire, when you arrived you were so glad you admired the ease and speed of your journey as it was a new thing and you were one of the first. There were regular coaches between Boston and New York for four passengers. These were like market wagons with canvas tops. The poet Moore in rhyme attests to travel as follows:

Dear George, though every bone is aching,
after the shaking,
I've had this week over ruts and ridges,
and bridges,
Made of a few uneasy planks
in open ranks
Over ridges of mud whose names alone
Would make knock, the knees of stoutest man........

Bridges were so poor that the driver always stopped to arrange the loose planks before he dared to cross. At other places the driver called the passengers to lean out of the coach first on one side and then the other to prevent it from turning over in the deep ruts which were ever present. When coaches turned over they were abandoned. More growth in stage coaches and travel came as the roads also were improved by new turnpikes and toll roads about 1792. Let me quote a statement in the annual governor's message about 1800: "The commonwealth has two thousand five hundred miles of turnpikes coast 37 million......" Turnpikes were rather straight, beautifully ornamented with trees and punctuated with taverns. One turnpike had sixty-five taverns in sixty miles and after a happy hour drinking, you could hear the horses say, "leave the driving to us." The editor of the Providence Gazette wrote, "We were rattled from Boston to Providence in four hours and fifty minutes and if anyone wants to go faster he may go to Kentucky and charter some white lightning."

On these splendid turnpikes, one could see all types of coaches and horses. The very rich had coaches and horses with bronze, silver, and gold trappings. They had cupboards for food and refreshments and at least two drivers. As more and more people got the urge to travel, the travel coaches advertised stops to sleep, eat, and drink. It is reported by the Travelers Register in 1827 that 800 stage coaches were arriving and leaving Boston each week.

Traffic on the forty miles from Boston to Providence would see twenty coaches going each way with spirited races between the private lines. In those days, competition was not killed by politicians. Each coach carried nine passengers and no heavy luggage. Relays were usually every ten miles. Teams were changed before the coach stopped rocking. Lady travelers were thrust quickly in the open door along with their bandboxes. There was little time for refreshments except the uncorking of bottles. Most carried their own lunch. Some coaches did allow one-half hour to dine at an inn. Coaches ran about sixteen miles per hour, considered very fast. Coach building and travel prospered as there was no political interference, and it was said: There no man ever walked save a vagabond and a fool."

Sleighs, toboggans, and snow shoes were used in winter to travel short distances and for sporting, but never for regular travel. Another curious colonial conveyance brought over from England was the sedan chair. It consisted of a strong chair fastened on two bars with handles like a litter, carried by two or four servants. Governor Winthrop had one captured from a Spanish galleon of the Armada. Litters were generally for the sick as were hospital coaches to speed them to the nearest doctor or hospital. Traveling is a natural desire. Modes of travel change but humans remain constant in wanting to satisfy their desires; what they want only is the difference, depending upon what the market has to offer. Our cars of today are copies of the old chaise, coupe, the sedan chair and others. The early cars had coach bodies and springs to which were added motors, and with time came the marvelous refinements of our modern-day cars.

## THE TAYLOR FARM SITE

by William B. Taylor

### Part II

The Taylor Farm site has one of the largest aboriginal burial areas in Plymouth County. The vast majority of 21 burials were from the Contact period (A.D. 1500-1750). These recoveries and some of the most important grave goods are noted as follows:

**Burial No. 1** was discovered in the spring of 1947. It was discovered on a sandy hillside near the center of the farm. Remains of an old orchard were cleared and the land plowed for the first time in many years. Deep plowing exposed the grave outline, which was quickly excavated. The remains of an adult female in a flexed position was found, but no grave goods were present. Upon expanding the grave shaft, encountered was the outline of another burial.

**Burial No. 2** then was carefully removed. Here were discovered the remains of an adult male in a flexed position. Lying beside the pelvis was an unusual ceremonial Discoidal stone. It measures 4 inches in diameter by 1¼ inches thick and is made of finely polished black slate. Both sides have a 2 inch hollowed out face, which tapers to a ¼ inch hole in the center. This ceremonial stone is quite common thoughout the southeast and midwest, where it was extensively used in the game of Chunkey, of Cherokee origin. While a few examples have been found in New England, this is one of the finest specimens ever recovered locally, (Fig. 10).

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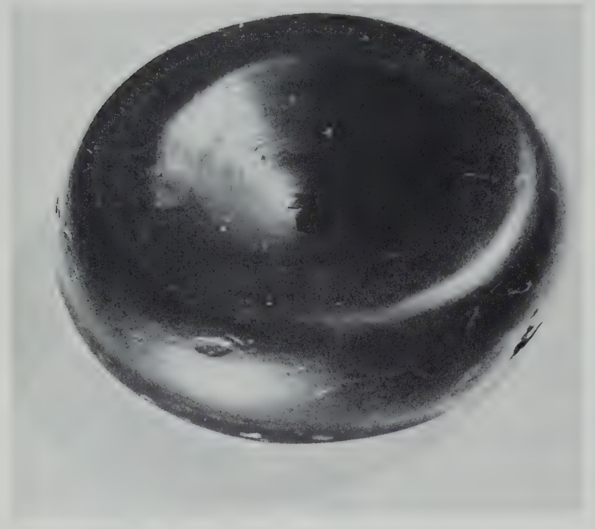


Figure 10
Black slate discoidal from Burial No. 2. This beautiful specimen is one of the finest ever found in New England.

**Burial No. 3** was located about 100 yards to the west of the other two, and was the only red paint burial found. The grave shaft was heavily impregnated with red ocher, but no skeletal remains were noted. It seems quite reasonable to assume that this was a cremation burial of Late Archaic times. No artifacts were present to definitely place this burial in point of time.

**Burial No. 4** was discovered by accident in 1951, as a result of pieces of human bone lying on top of a newly dug woodchuck hole. Upon careful excavation an adult burial — probably a female to judge from the female oriented grave goods involved — was uncovered. There were 2 colonial iron hoes, one small copper kettle, a broken mirror, one pair of scissors, 3 cape buttons, 2 iron tool fragments, a beaver skin cap of some kind, partially preserved by copper salts from the copper kettle that lay nearby, plus hundreds of glass trade beads, mostly blue and a few gray in tone. A plaster cast was made of the mold of a large necklace, and the beads were restrung to resemble what it may have looked like. In addition there was a 11¾ inch smoothly ground stone pestle, and what is most significant 2 small finely made ceramic pots of the late Stage 4 period (A.D. 1600-1675). One measured 5 inches across its castellated top, the other tiny one only about 2 inches across its similar castellated top. These pots exhibit Shantok pottery styles from southern Connecticut of probable Pequot origin. A more complete description of them will be found in the conclusion.

It is only in burials of colonial times, in which disintegration of organic matter has not completely taken place, that traces of the weaver's art will be found. Here the remains of a basket was found on top of a layer of bark that covered the body. Another example of a woven fabric was used as a covering around the two colonial iron hoes. Finally a woven rush matting of some kind surrounded the grave shaft, (Fowler 1966: 67) (Fig. 11-15).

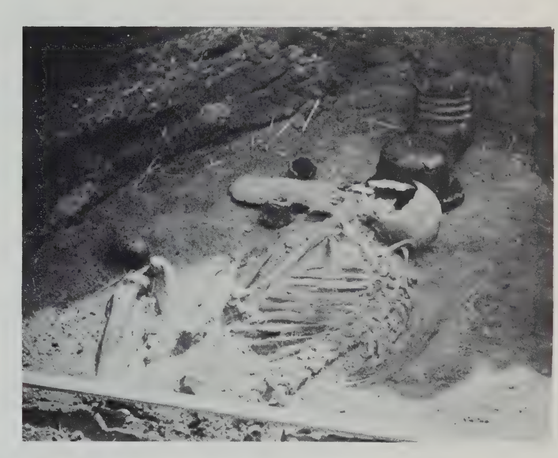


Figure 11

Excavation of Burial No. 4 showing grave goods in situ. Above the skull is a copper kettle and style C Shantok pot. Beside the right knee lies the smaller pot. Near the right shoulder are 2 colonial iron hoes, still showing a woven fabric used as a covering around them. Measuring stick shows path of woodchuck hole across ankle and pelvis. Estimated date of interment is 1640 A.D.

**Burial No. 5** was discovered lying about 20 feet removed from burial #4. It was small in size and contained the remains of an infant in poor condition. The grave goods consisted of numerous glass beads of blue, red, and white, with a number of tiny shell beads scattered about. But what attracted the greatest attention were 41 contiguous sherds from a small ceramic pot. After its restoration had been completed, it was found to be another Shantok pot with 4 high castellations, and prominent lobes surrounding the base of its collar. This grave also had a woven mat lining about its grave shaft, which seemed significant, intended perhaps to ward off evil spirits, (Fig. 16).

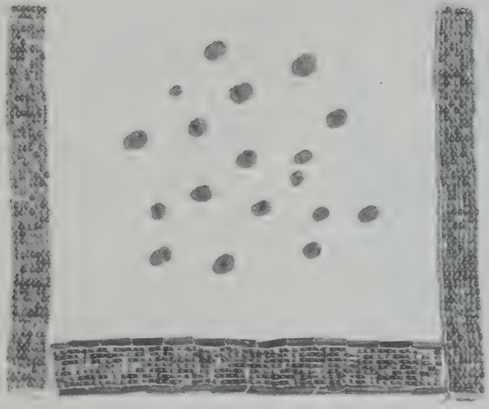


Figure 12

Three strands of glass trade beads from Burial No. 4. These have been restrung in original pattern, made from a plaster cast of the necklace and are of probable English origin. In center are seed beads from Burial No. 5.

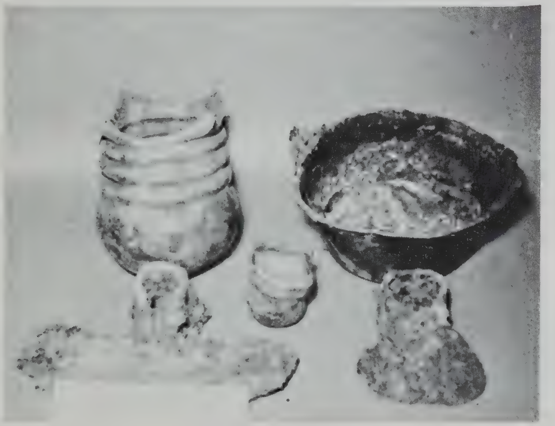


Figure 13

Important grave goods from Burial No. 4. Shown are two Stage 4 ceramic pots, a small copper kettle and two iron hoes. One has a 3" blade about 7" wide, while the other has a 6" long blade shaped like an adze.

In October 1957, while digging the well for my house, six more skeletons were uncovered. These included five adults and one infant, with no grave goods being present. The discovery of copper pins and nails point to the late 1600's as the probable interment date. It was the custom of this later period to wrap bodies in heavy bark in an extended position, and secure the wrappings with pins or nails. The child was buried in a wooden coffin with nails which had crystallized. Traces of charcoal, particularly heavy over the grave of the child, were found, indicating perhaps the practice of burning fires over a grave to destroy and remove human scent that might attract marauding wolves and other predatory animals. The lack of grave goods and the manner of burial leads to the belief that these Indians were members of the "Praying Indians" of Titicut.

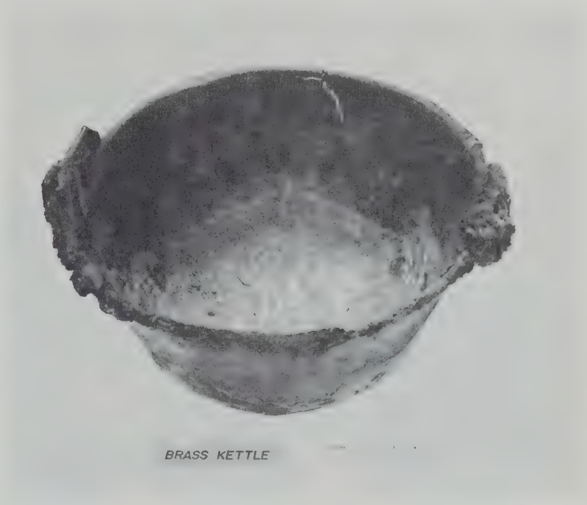
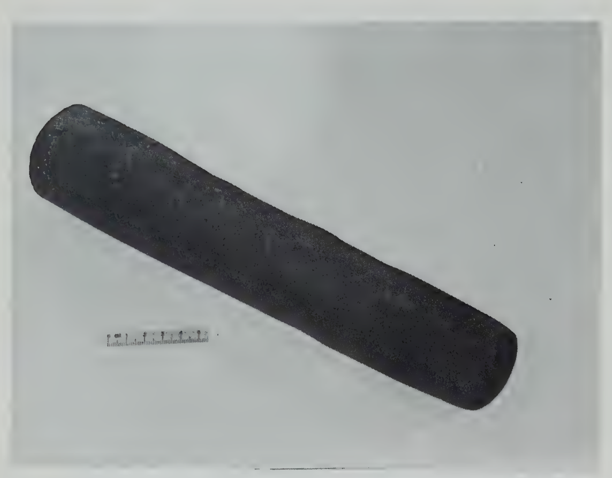


Figure 14

Brass Kettle is 6" wide, 7½" long and 4" deep. Fragments of the original rope handle are discernable at the two lugs; preserved by direct contact with the Kettle.

During April of 1958, while excavating the foundation for my house by bulldozer, ten more burials were uncovered bringing the total to 21. These also were of the same Contact era as the six burials found near the well. All bones were gathered together and reinterred. One interesting observation was the size of one skeleton. Both arm and leg bones were over two inches longer than those of modern man. This Indian must have been an exceptionally large man, well over 6'6" in height.



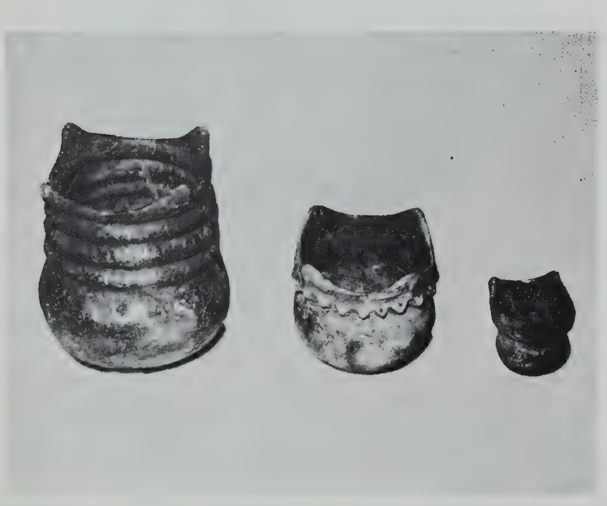


Figure 16

Three Shantok burial pots from an adult and infant burial on the Taylor Farm in No. Middleboro, Mass. At left is style C Shantok pot with 4" diameter mouth opening and 6" height. Center is style B pot (Burial No. 5) having 3½" diameter mouth opening and is 4 3/8" tall. Tiny vial measures 2" across top and is 2½" tall.

*Continued next issue*

# TWIGS & BRANCHES
## of
## Olde Middleborough
## in
## Plymouth County
## Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*

*Certified Genealogist*

Many times a family surname becomes extinct in an area in a surprisingly short time. This is true of the surname Combs or as it was more commonly spelled in later generations . . . Coombs. John Coombs of the Duxbury--Plymouth area had two sons, Francis and John. The other son was Francis who came to Middleborough and lived there all his life. He married twice, to Deborah Morton and to Mary (Barker) Pratt. Francis had five daughters and no sons so the name becomes 'lost' as a surname in the next generation.

However, the mother of these two boys was Sarah Priest, the daughter of Mayflower passenger, Degory Priest and his wife, Sarah Allerton a sister to Isaac Allerton.

The five daughters of Francis Coombs marry into the Jones, Barrows, Miller, Bennett and Howland families and contact is again made with some Mayflower families and eligibility is established for membership in the Mayflower Society for those who might wish to join. Intermarriage is common in these families and the lines criss-cross in each generation many times. Middleborough is an area which is rich in Mayflower associations and frequently connections can be found through the connections with the families of Cushmans, Eatons, Fuller, Howland and many others.

Other surnames which appear as early settlers in the Middleborough area include Barrows, Bump (Bumpus), Cobb, Clark, Dunham, Eddy, Haskell, Hoskins, Irish, Miller, Nelson, Pratt, Shaw, Thomas, Tinkham, Thomson, Vaughan, Walker, Wood, Billington, Holmes, Southworth, Simmons, Warren, Soule and Alden . . . and there are many others.

Some branches of some of these families will connect easily with other families to establish Mayflower ancestry but not in all cases. Each lineage has to be established and rest on its own merits. It is interesting to note these names and to consider them. We learn upon examination that many of these family names are no longer to be found in the Middleborough area. Either the children have been daughters and there has been a subsequent name change in the next generation or the family has left the area.

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daughters and there has been a subsequent name change in the next generation or the family has left the area.

In the early days families frequently travelled together and we find brothers and sisters of the same family as well as close relatives such as the in-laws leaving an area as a group and settling in another location . . . sometimes nearby and other times a considerable distance and often in another state.

In the town of Middleborough the residents (as in many other localities) had a tendency to settle into surroundings that had a special meaning for them. This might be blood relationships with several brothers and sisters and their families living in the same area or 'next door; in other instances the group might be centered around a church or near to some activity such as a mill or farming area.

Each generation saw changes and advancements in the scope of the activities participated in. Primarily starting out as a farming community, Middleborough maintained that method of income for many years. Then came the home industries, the jobs that men and/or women could pursue at home. The sawmills, grain mills and the like were a part of community operations also. Here again, family relationships played a part. Fathers and sons worked together in the fields; as the children grew up and married, the husbands and wives fitted into the work schedule and contributed to the activities of the family or families.

As time passed Middleborough became part of the shoe manufacturing area of the state. Middleborough had its shoe factories and the 'piece work' was farmed out to the homes of the residents. This was a common practice in many of the communities for a long period of time.

Sometimes the movements of the members of these various settling families were directed by the activities of the members and intermarrying members of the families. The Rev. James Keith from Scotland was in Bridgewater, Massachusetts early and the Keith family in subsequent generations became active in shoe manufacturing in Middleborough as well as in nearby towns.

In the early days the young men who aspired to become lawyers got their training by "reading law" with a local judge or lawyer. In other words he trained by reading the books in a practising lawyer's library. Sometimes this was his only education and he did not attend college and study law as a student does today.

In 1675 the Indians in the Middleborough area were on the warpath and many citizens (and Indians) were killed in the fights that took place. Many of the settlers who came into Middleborough from Plymouth and Duxbury were driven back to their former home. In some instances this was the explanation of why a certain surname or family disappears from the area.

Middleborough has its share of old houses but as almost always true, many of the houses have undergone many changes since the original building was built or erected. Additions . . . frequently referred to as ells . . . have been added on and have altered the appearance of the original building considerably. Sometimes the alterations were made to accomodate a new member of the family or to adjust arrangements to make for less conplicated living conditions. Perhaps it has become necessary to take into the household the mother of the wife or the father of the husband or the widowed daughter and her children. This will often bring together the members of several different families. These younger women who became soldiers' widows in the early Indian wars and in the Revolution become 'lost' ancestors for many of us. The earliest census taken by the Federal Government was 1790 and in this census family members are listed by groupings only . . so many children under the age of 16 in the male category and so many under 16 who are females. It is ddifficult to enumerate these family members and at best we are only guessing. True, if we know from other records that there were two boys under sixteen and 3 girls we can attempt to state that the boys are Henry and John but we can not truthfully say that they were.

Lakeville was set off as a separate town from Middleborough in 1853 and that makes it a modern town in comparison with the history of Middleborough which became a town in 1669. Yet through association and 'local usage' the dates become at times unimportant and events that actually took place in Middleborough . . according to the dates . . become identified as occurring in Lakeville even though the town of Lakeville was non-existent.

The early settlers of Middleborough were not as venturous as some other communities and this might have been due in part to the fact that there was no active industrial center in this area. It was a self-supporting farming community and the trips to the outside to purchase supplies and establish other commercial relations were inactive. As the town grew and outsiders were brought in . . then the town's activities grew and the families grew also. The relationships of one family to another and the ties to the earliest settlers . . those who came on the Mayflower in 1620 become the tying link to the families that lasted for several generations. It is interesting to study these families and see what lines continued to grow and what families became 'lost' after the first several generations due either to the male lines dying out or to the moving out of the area of the later ganerations. Even though you may have no interest in joining the Mayflower Society it is one way of proving that you are connected to the earliest settlement of Mayflower ancestors in a community.

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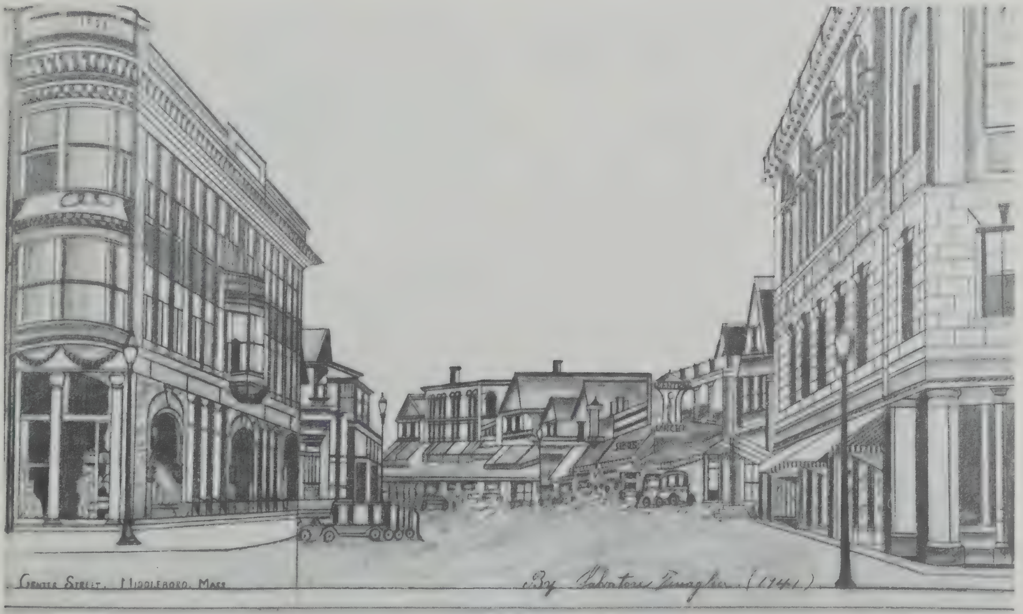
Center Street, Middleboro, Mass.
By Salvatore Tenaglia (1941)

**MIDDLEBORO CENTER**
**1941**

Salvatore Tenaglia -Artist. Drawing reproduced by Don Ayotte

The drawing on the cover of this issue of the Antiquarian is a pencil drawing made in 1941 by Salvatore Tenaglia. It depicts Center Street at the Four Corners as it was in 1941, looking west. There is an excellent likeness of the Peirce building on the right. With a magnifying glass one can read signs for the "Central Cafe," "Park Cafe," and "Morse's," evidently Jesse Morse's pharmacy. The last block on the right is what has been known since 1926 as the Glidden block and the peaked roof beyond may be the old School Street School building which was moved from School Street to Center Street when the new building was built in 1907.

The date on the bank building on the left of the picture can be clearly read, 1895, and below it is the insignia for the Odd Fellows, the upper floor of the building being known as "Odd Fellows Hall," the scene of lodge meetings and many jolly dances. The second bay window was for many years the dental office of Dr. E. S. Hathaway, succeeded by his assistant, Dr. A. W. Cunningham.

This drawing was in the home of a Florida family who gave it to Attorney George C. Decas, to whom we are indebted for its use in this issue of the Antiquarian.

If anyone has any knowledge about the artist, Salvatore Tenaglia, both Mr. Decas and the Historical Association would be very glad to obtain such information.

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## TALENTED MUSICIANS OF MIDDLEBORO

**ANNIE KEITH**
Piano teacher and organist.

**HARRY WOOD**
Organist and Composer

**Middleboro has had an unusual number of talented musicians, two of whom are well remembered, Harry A.** Wood and Annie Keith, pictured above.

Harry A. Wood was a member of the distinguished Harlow family all of whom had beautiful singing voices. His mother, Mary (Harlow) Wood was noted for her beautiful rich voice. Her son, Harry, was an accomplished composer and organist. For many years he was organist at the Church of Our Savior (Episcopal). For the baccalaureate service of the Middleboro High School Class of 1930, the choir sang his Jubilate Deo. A communion service he composed was sung for the first time at the Church of Our Savior on Easter Sunday, April 1, 1914. An operetta, The Governor General, his own composition, was produced by local talent in the town hall in May, 1918.

Mr. Richard Hinkley, himself a talented musician and long time friend of Mr. Wood, has presented the Middleboro Historical Museum with hand-written copies of five of Mr. Wood's compositions for organ: Prelude, Melody, Pastorale, Meditation, and Postlude.

Miss Annie Keith, to whom the five compositions are dedicated, was a piano teacher in Middleboro in the early and middle 1900's. Many a person, who was young then, can remember going each week to Miss Keith's house for [illegible] hour of piano instruction. She was also an excellent accompanist and was the choice for all major musical events in the town. Miss Keith was for many years organist at the Central Congregational Church. Her name will evoke many musical memories.

## OLIVER SHAW

Middleboro is located so near to Plymouth, Massachusetts, landing place of the Pilgrims, it is not surprising that the Middleborough Historical Association continually receives requests from all over the country to help locate ancestors.

This particular request came on one of the hottest days of a hot summer. Mrs. Vera Anderson MacDonald of Waltham, former Middleboro resident and daughter of Mr. and Mrs. Burnett Anderson, and whom I had not seen for at least thirty years, asked me to meet her for lunch and give her information about her grandparents, Mr. and Mrs. John F. Perry, who lived for many years at 6 Myrtle Street.

Just before leaving to keep the appointment, the telephone rang again and this time it was a call from a friend who was relaying a request from California for information about an Oliver Shaw, a very talented musician who was born in Middleboro in the 1700's. It later developed that the caller from California was someone I had not seen or heard from in fifty years, Anna Penney Gillespie, who when a little girl summered at a nearby cottage at Staples Shore, Lake Assawampsett, with her family from Boston, and now Mrs. John Gillespie of Santa Barbara, California.

The first thing Vera MacDonald said as she sat down in the car was, "Do you know anything about an Oliver Shaw?" She found some information at the town clerk's office in the Middleboro town hall, and more in "Who Was Who in America." However, Mrs. Gillespie was fortunate to locate in Providence a publication about Oliver Shaw, published under the auspices of the Rhode Island Veteran's Citizens Historical Association in 1884.

Mrs. Gillespie generously sent a xeroxed copy of the publication which will be put in the Middleborough Historical Museum's files. The document is divided into sections, one "His Life" and another "His Compositions." This "Memorial of Oliver Shaw" reveals this blind musician held an important place in the musical world of Providence and Boston.

Following are excerpts of the section, "His Life:"

Oliver Shaw, son of Captain John and Hannah (Heath) Shaw, was born in Middleborough, Mass., March 13, 1779 ..... His grandfather, Nathaniel Shaw, was a deacon in the church of the famous Baptist minister, Isaac Backus, and Captain Shaw preferred the same ministry. Captain Shaw, being engaged in navigation, finally removed from Middleborough to Taunton, where he remained till his death. By an injury, Oliver in his

MIDDLEBOROUGH ANTIQUARIAN

Middleboro, Mass.

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childhood lost the use of his right eye. In his seventeenth year he entered the Bristol Academy in Taunton, then just opened by Mr. Simeon Doggett, a graduate of Brown University in the class of 1788, and for fifteen years a tutor at the college. . . . . When about twenty years of age, having just recovered from an attack of yellow fever, in taking an observation Oliver so injured the sight of his remaining eye that he finally became totally blind. . . . .

Fortunately a musical taste existed in his family, and all his sisters acquired musical proficiency. His sympathizing family and friends heard of a celebrated teacher of music who had lately arrived from England and became a resident of Newport, R.I. This was Dr. Berkenhead. Capt. Shaw took his son to Newport and placed him under this musician's instruction. Here Oliver spent two years studying the science of music and practicing on the piano-forte and organ. "He allowed himself no rest by day or night— which in some respects were both alike to him. . . But this employment became the joy of his heart and the object of his life.

From Newport he went to Boston and studied with a German teacher named Gottlieg Graupner. . . This introduction to Boston served him well at a later day.

After spending two years in Boston he was invited to Dedham as a musical instructor on the piano and organ. . . Here he prepared and published his first musical volume, entitled "The Gentleman's Favorite Selection of Instrumental Music." Mr. Shaw was then almost twenty-eight years of age.

On a visit to Providence he met an intelligent and sympathetic lady, Sarah Welen, afterward Mrs. Joseph S. Cook, who informed him that at that time there was in Providence no professional or thoroughly skilled teacher of music, and urged that he should there make a trial of his profession. His friend found him a place to board and lodge, and engaged a boy to lead him to the residences of the citizens.

In 1807 he removed to Providence, which was ever after the place of his abode, and the chief, but not the only, field of his musical career. . . . . Mr. Shaw became the organist of the First Congregational Society, then under the pastoral care of the Rev. Dr. Edes. This position he filled, giving the highest satisfaction, for many years. . . .

Mr. Shaw had now become a part of the life of Providence. On the 20th of October, 1812, he was married to Sarah Jenckes. . . Of his seven children, two sons and five daughters, all, and especially his son Oliver J., inherited much of the father's musical genius.

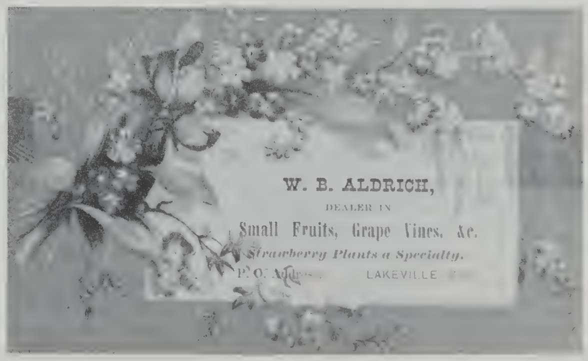
Col. Thomas S. Webb removed to Boston and became the first president of the Haendel and Haydn Society of that city. Mr. Shaw, who assisted in its organization, was received joyfully as an honorary member, and brought out before it some of his more enduring compositions. He and Col. Webb selected the first music ever performed by this society. . . .

Mr. Shaw was frequently called to Boston for his influence and assistance in musical matters. In fact he was regarded as musical authority in all parts of the country. In the instruction of pupils he had constant and abundant employment from the time he first entered Providence till his heart and flesh failed him. . . He often gave as many as forty lessons a week. Besides he had many scholars whom he instructed in his own house, a large mansion on the corner of Westminster and Eddy streets. . . .

There was something quite touching in his methods of composing his music. On account of his blindness he was obliged to dictate by means of the letters of the staff, to his daughter, who served as his amanuenses. . . . While in the world battling with its realities, he was much of the time above it. We seem to see him walking the streets, led by a boy, or in the halls of concerts leading the singers, or in the house of song and prayer preeminent for his devotion, his sightless eyes turned heavenward, as if he heard the heavenly music. . .

The singer's voice was hushed in death December 31, 1848. His departure was a triumph. Having reached his seventieth year, having toiled nobly, having served his generation, having given new and higher impulse to the hearts of men, he entered on the rest for which he had hoped.

(A very fine tribute to a talented native of Middleboro, about whom very little is known by the citizens of today.)



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## MIDDLEBORO- CENTER OF SHOE MANUFACTURERS

### ROSE STANDISH PRATT

Mrs. Ernest Pratt gathered together these notes about Middleboro shoe factories — so long ago she cannot remember when. She came across them recently and shared them with us. We felt it was well worth publishing the article in an issue of the Middleborough Antiquarian because at one time Middleboro was a shoe town. Many of the old-time factories which played such an important part in the economic life of the town are long gone and forgotten.)

In the 1920's and 1930's Middleboro was well known as a shoe town. Many families worked on shoes in their homes where they pegged, stitched, lasted and sewed buttons on ladies' high shoes at their own convenience. Many factories "let out" this home work.

Elijah Perkins and his son D. D. Perkins made shoes under the firm name of E. E. Perkins and Son in North Middleboro. Charles H. Alden, as a boy, worked for the Perkins company. He used the family horse and carriage to deliver parts of shoes to the various home shoe makers in different sections of the town. After these operations were accomplished, Alden collected the shoes and brought them back to the factory where it remained merely to finish the bottoms, heel edges, and uppers and the shoes were complete.

Stetson Hammond and Holmes succeeded E. E. Perkins & Son, and were succeeded by Alden, Leonard & Hammond. The factory was on the north side of Plymouth Street, about four houses from Bedford Street. The shop was cut in half; one half was made into a house on that location, the other half moved to Bedford Street and made into a dwelling. Some remember this firm as Hammond & Richmond. Mr. Andrew Alden went to Middleboro and built a factory on Cambridge Street, filling the position of superintendent for several years. He then sold out to Hathaway, Soule & Harrington who continued for many years, hired a large number of employees, and put out a high grade of footwear.

Charles H. Alden, who worked for the Perkins Company, went into business with Enoch Pratt under the firm name of Alden & Pratt. They made boys' shoes and paid their employees in gold, becoming known as the "Klondike Shop." The factory was on Plymouth Street in North Middleboro, beside the Plymouth Street School. After a few years Mr. Pratt withdrew from the firm. Mr. Alden took the business to Abington and manufactured shoes there for many years under the name of C. H. Alden Company. The factory was empty for a while and was destroyed by fire of incendiary origin on October 19, 1900.

Mr. Andrew Alden's sons Arthur and Fred Alden went into business with a Mr. Walker, a shoe salesman, and Mr. Wilde, a bookkeeper. They made shoes in the building on Clifford Street which had been a needle shop. This firm was known as Alden, Walker & Wilde. Their factory burned and the company moved to Weymouth where they continued business many years.

William B. Aldrich and Herbert Haskins conducted a business on Taunton Street, North Lakeville, near the corner of Cross Street. The factory was two stories high about forty feet by sixty feet. A one story addition was built on where the "lasting" was done. The shoes were shipped by train from Abington or Brockton and carted by horse and wagon from the Lakeville station to the shop. Sometimes the shoes were brought by wagon over the road. After the shoes were "lasted," or stitched, they were returned to Abington or Brockton to be finished. A dozen or more people worked in the shop. They were all near neighbors. After the firm discontinued business, the factory was used for a few years for evening prayer meetings. The minister at Precinct Church came to conduct the services. The story is told that mosquitoes troubled the worshipers. The boys in the congregation counted the mosquitoes killed to see who had the most.

### Keith & Pratt.

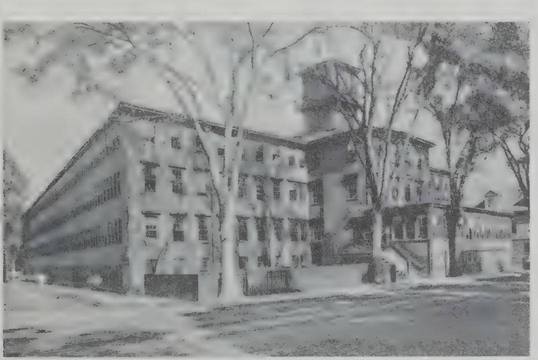
Nahum Keith was always known as the inventor of a jack for holding shoes. N. Williams Keith started manufacturing shoes in 1869. Herbert A. Pratt was admitted as a partner in 1879, under the name of Keith & Pratt. They built a factory on Pleasant Street, North Middleboro. In 1905 Mr. Keith retired and was succeeded by Mr. Pratt's son, Alton G. Pratt, the firm name going on as before. In 1907, they moved their machinery to the Hathaway, Soule & Harrington building on Cambridge Street, where they stayed eleven years until 1918. At that time they returned to their own shop on Pleasant Street. Mr. Herbert Pratt, his sons Alton G. and Harold carried on. Alton had charge of sales and Harold managed production. Many of their shoes were sold in Cuba. This firm sold out to Field & Flint of Brockton in 1925. The factory burned in 1928 from unknown causes.

William Penniman and his brother operated a shoe shop on School Street near North. They sold out to Elmer Phinney in 1912.

Morris Shoe Company operated a shop on Jackson Street. Afterward this was known as Dean Morris Shoe Co. When Mr. Morris withdrew and moved to the Cape, Mr Dean carried on the business.

Alberts Shoe Company conducted a business in the Hathaway Soule & Harrington building on Cambridge Street from 1930 to 1966.

Mr. Cornelius Leonard and Mr. Samuel Shaw formed a company and started to make shoes in the building afterward occupied by Lloyd Perkins & Son, corner Wareham and Clifford Streets. Their business increased and they decided to build a factory on Peirce Street. Mr. Henry Dean came from Wellesley and joined the firm known as Leonard, Shaw & Dean. Mr. Dean was called the "Slipper Man" because at this time the first low shoes were made. Mr. Chester Shaw was assistant treasurer of the concern. This company made custom shoes for individuals on their own lasts. They made special orders for Faunce of Boston. William Tillson, son-in-law of Cornelius Leonard, was the salesman for New England. Grant Leonard, nephew of Mr. Leonard was salesman for New York City and New York State. Mr. Dean's territory was in the south. As business increased, a large addition was built on the Rice Street side of the factory. Dalton Shoe Company was connected with the firm for a time. Holmes Dalton worked with his father. Swartz & Ruggles also made shoes in the factory. This business was sold in 1932 to the John Lucey & Co. Winthrop Atkins bought the factory in 1937.



LEONARD & BARROWS

In 1853, Noah C. Perkins, Charles E. Leonard and Horatio Barrows formed a partnership under the firm name of Perkins, Leonard & Barrows for the purpose of manufacturing boots and shoes with headquarters in what is now the Benny store on Center Street. They continued in business until about 1860 when Leonard and Barrows bought the interest of Mr. Perkins and at the same time bought the old Murdock building which became the Jones block and later the Panesis block on North Main Street. At this time C. D. Kingman was taken into partnership under the firm name of Leonard & Barrows & Co. In 1874, Leonard & Barrows bought out their interest and built the factory at the corner of Pearl and Center Streets. This factory was 100 feet long and 35 feet wide with a small ell, all of which was burned in 1886.

The thrift of the concern is shown by the fact that operations were suspended only long enough to adjust the insurance. In the meantime, the factory manufactured shoes in the Parlor Grate building until the new factory could be built. The new factory was 135 feet long on Center Street, 260 feet on Pearl Street, with an east wing of 105 feet. The new building had four floors with a total area of 100,000 square feet of working space.

This new factory had every modern equipment, fine light, excellent system of heating, well ventilated on every floor, fully equipped with safety devices, elevators, fire escapes and automatic sprinklers. The power for the machinery was furnished by two boilers and a 200 horse power engine. A good restaurant was maintained for the benefit of the employees. About 500 people worked here and made 1800 pairs of shoes a day. The yearly output of the factory, if placed heel to toe would reach from Middleboro to Concord, N.H., a distance of more than 100 miles. The leather used by the firm in one year would make a belt two feet wide reaching from Middleboro to the Canadian line. The company annually distributed more than a quarter of a million dollars among the wage earners of Middleboro.

Mr. Barrows died in 1883 and for twenty years the business was carried on by Mr. Charles E. Leonard and his sons, Charles M. and Arthur H. Leonard. In 1903, Fletcher L. Barrows, son of the original proprietor, was admitted to the firm so that, since the death of C. E. Leonard in 1904, the business was entirely in the hands of the younger generation under the name of Leonard & Barrows. The jobbing was done through the Boston office under the direction of C. M. Leonard.

Leonard & Barrows manufactured many different styles and grades of shoes, but their advertised brands and the ones upon which their reputation rested were the "Overland" for men, and "Crown Prince" and "Messenger" shoes for boys. Their product went into all parts of the civilized world.

The boys shoes were manufactured in the factory in Belfast, Maine, started by the firm in 1902. The factory in Middleboro ranked among the largest in New England, with a capacity of 4,000 pairs of Goodyear shoes daily, made by a thousand employees. In 1936, Leonard and Barrows sold out to John Lucey. Later Mr. Goldstein came into the firm and the Plymouth Shoe Company was organized. Still later Mr. Lucey withdrew and went to Bridgewater.

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## George E. Keith Co.

There are a few business houses of today that can trace their origin back to pre-Revolutionary days, but very few can claim a continuous background of experience in their field of labor as can the George E. Keith Company. In 1758, Levi Keith was making shoes and tanning leather. His grandson of the fourth generation, George Eldon Keith, at the age of ten, began making shoes with his father in their home. When George E. Keith was twenty-four years old he had saved $1000, and he established a business of his own, employing ten people.

From this humble beginning grew the immense business which manufactured Walk Over shoes, as well as Brother Hogan and Builtwell footwear. They were sold in the United States and 104 foreign countries. At one time, there were 84 Walk Over shoe stores and over 5,000 retail dealers all over the world who handled the company's shoes.

On January 9, 1906, their new factory on Sumner Avenue was dedicated. The first superintendent was Myron Thomas, followed by Mr. Carr, James Kennedy and others. The salesmen from Middleboro were Orrin Smith, who traveled in the south, Charles Shaw, Theodore Mendall, Ralph Mendall and Carl Kendall. Fifty successful years later, in 1956, the factory was sold to Plymouth Shoe Company which used the factory for storage.

At the time the Antiquarian went to press, Mrs. Pratt was gravely ill in St. Luke's Hospital, Middleboro, She has celebrated her ninety-seventh birthday, but until this present illness, has retained her remarkably active mind, attended church regularly, and carried on an extensive correspondence with friends all over the country.

*Mrs. Pratt passed away on October 10th at St. Luke's Hospital, Middleboro.*

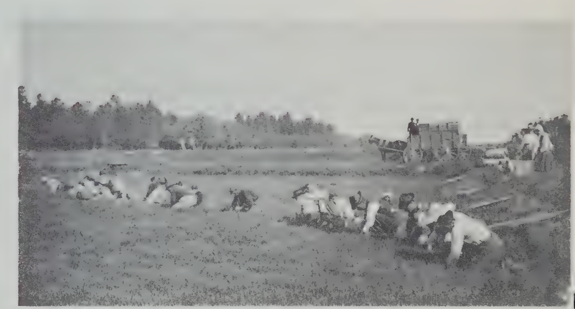
## "Making Do" in the 20's

by

Clint Clark

In the 1920's, families made more use of "natural resources" than they do today. I know we did, although it is not my fondest recollection of growing up in that era. I must add that some of the ways we economized on food are not possible now.

For example, when cranberries were harvested by people crawling on hands and knees across bogs with hand scoops, we used to go in when they were done and take the "gleanings." Now, bogs are machine-picked, or the wet harvesting method of flooding and floating the berries ashore is used.



We went to a peach orchard in Lakeville and gathered the "drops," bruised but useable for making peach jam, and we had a deal with a farmer who had an apple orchard. We got a winter's supply by keeping one bushel for every two we picked for him. We went to swamps off Cherry street for wild grapes.

Summer was blueberrying time. The best picking was along railroad tracks, on land burned over by fires which sparks from locomotives set in the spring. We also found both high and low bush blueberries where Mayflower Lane gave way to cow pastures behind the "Japan Works." There were more than enough fruits and berries, costing only our labor, to keep us in jams and jellies, and apples in the cellar. At that time there were no oil-burning furnaces in cellars.

We bought very little kindling wood. Orange crates and apple boxes keep us supplied. We also knew a sawyer who was glad to have us haul away the board edgings that piled up around his mill.

These measures seem to suggest that scrounging, call it gleaning or "making do" was undertaken by "poor people."

Such was not the case in many instances. I think it was because there still was some of the old "pioneering" spirit left, and a will to live off the land.

Now, when we hear of young couples coping with inflation by going "back to the land," we see that history is cyclic. Ways of life we knew in the Twenties come back as new, but hardly revolutionary movements, as they have always gone 'round and 'round.

## THE TAYLOR FARMSITE

by William B. Taylor

Part III – Conclusion

The writer has asked the research director of the Narragansett Archaeological Society, William S. Fowler, to accompany this report with a suitable conclusion, to disclose what seems most probable toward an evaluation of the evidence.

### CONCLUSION

Evidence accumulated at the Taylor Farm site indicates milleniums of occupation down to Contact times, as displayed by various stone artifacts of four culture periods – the earlier Paleo hunting period is the only one that is missing. But the uncovered burials are without doubt the most intriguing of all, since for the most part they contain evidence of a kind that can be studied more closely because it relates to early historic times. Without doubt burials #4 and 5 are the most interesting because they contained certain grave goods of an exceptional nature. Here we are dealing with the probability of a woman and a very young child, buried separately in graves only about 20 feet apart, with similar woven mat lining of the grave shaft – a feature suggesting close association of the burials.

What more can be deduced from the Shantok ceramic pots found in both graves? This pottery takes its name from Fort Shantok in southern Connecticut, where it was first discovered and is believed to have been made by the Pequots of that region. Its description reveals characteristics that are distinctively Shantok styling. (Rouse 1945: 1-8).

The larger pot in burial #4 conforms to Shantok style C. Around the neck below its high castellated collar are 3 raised bands or rings formed by extrusion – a characteristic trait of this style. The tiny pot in this burial is similarly castellated, but with indistinct minor traits. However, the pot from the infant burial #5 is definitely Shantok style B, with 4 high castellations below which, surrounding the neck, are pinched-out lobes, each decorated with a single vertical impressed line. All three pots have full globular rounded bottoms – a typical Shantok trait. (Fowler 1974: 14-18).

With this Pequot association in mind, we might go a step further and learn what happened to the Pequots. For [illegible] is of interest to try to discover what caused these unusual pots to be present in the two burials, since Shantok pottery is not known to have been found before so far away from its source.

DeForest gives a vivid account of the Pequot war of 1637, in which their two stockades were burnt out with great loss of life. However, some Pequots escaped to the swamps, where a group was surrounded. As derived from the Journal of John Winthrop, 1630-1649 – DeForest relates, "that of this group, the remainder of the men . . . were massacred in cold blood . . . of the eighty women . . . thirty were given to the Narragansetts, *three to the Massachusetts Indians,* and the remainder sent to the Bay as slaves" – presumably slaves of the whites. (DeForest 1851).

Might it not be just possible that burial #4 might have been one of the three Pequot squaws, who were given to the Massachusetts Indians – Wampanoags. According to the custon of the day, she would have been taken into the tribe as a respected member, married and had a child – might have married some Indian of high standing to judge from the richly furnished grave. And if the two graves were made at the same time, death might have come to both mother and child in childbirth. The pots would have been the products of the mother, who had learned how to make them from infancy according to Pequot techniques – probably never would have been imported, since they are the only ones known to have occurred in this area.

Thus our archaeological discoveries sometimes are linked closely with historic happenings, which makes their interpretation so much more interesting.

The preceding report has been reprinted thru the courtesy of the Massachusetts Archaeological Society, Attleboro, Mass.

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# TWIGS & BRANCHES
## of
## Olde Middleborough
## in
## Plymouth County
## Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*

*Certified Genealogist*

For many years the center of activities of the town of Middleborough was located at what was known as The Green but as time went on the trend shifted and the fastest growing location was at what was known as the Four Corners. . . some two miles distant from the location of the First Congregational Church.

The wish to have a church located nearer to their homes prompted some action. Nearly one hundred persons were travelling each Sunday from the Four Corners area to attend services at the Green.

It was in January 1842 when a positive start was made toward the establishment of a new church in the community. The following persons signed an agreement to establish a church in the Four Corners area of town:

Wilkes Wood
Ebenezer Pickens
Philander Washburn
Aarad Thompson
John Perkins
Branch Harlow
Nathan King
Andrew J. Pickens
George Soule
Lemuel G. Peirce
Isaac Benson, 2d
Jesse Holmes
William H. Vaughan
Dexter Phillips
Lothrop Shurtleff
Daniel Atwood
Silas Tinkham
Mrs. Elizabeth Whitmore
Hercules Thomas

In 1843 this group organized to build a chapel where the Middleboro Cooperative Bank is located. The Chapel was later moved and became a parish house of the church. The Chapel was used regularly for Sunday and mid-week services which were usually conducted by the minister from the First Church.

On the 16th of February in 1847 this initial group of persons, known as the Central Congregational Society organized to form themselves into a legal organization for the purpose of establishing a Church. One hundred and eight signatures were secured on this statement:

"The undersigned agree to be and become members of a religious society in the town of Middleborough in the county of Plymouth by the name of the Central Congregational Society in Middleborough to worship in the Central Village of that town."

Then on 16 February 1847 a Petition was presented to Zachariah Eddy a justice of the peace to issue a warrant for a meeting. This petition was signed by Philander Washburn, Nathan King, Horatio Wood, John Perkins, Branch Harlow and James M. Pickens.

The first meeting of the Society was held on 2 March 1847. Ebenezer Pickens presided and Nathan King was chosen clerk; Horatio G. Wood, Moderator; Branch Harlow, Treasurer and William King, Collector. The Prudential Committee consisted of Philander Washburn, Ebenezer Pickens and Joseph Sampson, Jr. Assessors were George Pickens Jr., Nathan Perkins Jr. and Lothrop Shurtleff.

Thirty-three members of the First Church were dismissed to form the new church. They were:

Cornelius Burgess
Mrs. Betsey T. Burgess
Mrs. Melissa Burgess
Mrs. Zilpha M. Clarke
Adoniram J. Cushman
Mrs. Ann S. Cushman
Mrs.Mary Dunham
Mrs. Almira Goddard
Mrs. Olivia A. Hitchcock
Miss Sarah Jackson
Nathan King
Mrs. Ann S. Perkins
John Perkins
Nathan Perkins, Jr.
Mrs. Abigail S. Pickens
Miss Caroline M. Pickens
Ebenezer Pickens
Mrs. Mary B. Pickens
Mrs. Ruth Reed
Consider Robbins
Mrs. Freelove P. Rounsevill
Mrs. Betsey Thomas
James Warren
Mrs. Margaret Warren
Mrs. Elizabeth H. Washburn
Mrs. Bathsheba Wilder
James D. Wilder
Mrs. Abigail W. Wood
Mrs. Elizabeth Wood
Miss Eleanor B. Wood
Miss Emily T. Wood
Horatio G. Wood
Miss Hope Wrightington

The first minister was the Reverend Isaiah C. Thacher and on 16 August 1849 a joint ceremony, the installation of the Rev. Thacher and dedication of the new Meetinghouse took place. Considered as an evangelist the Rev. Thacher was most successful in gaining new members.

On 23 Nov. 1852 Mr. Thacher left and the Rev. William C. Dickinson was installed as pastor on 12 April 1854 and left on 4 Feb. 1856. Upon the resignation of the Rev. Dickinson a call was issued for the Rev. Thacher to return. After experiencing some difficulty in arriving at a salary fee, the Rev. Thacher accepted the pastorate for [illegible] second time and stayed until 2 April 1860. He wa[illegible] succeeded by the Rev. Harvey M. Stone from Maine. He resigned in 1863 when the Church was again short of funds with which to pay the minister.

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The Rev. Stephen G. Dodd was installed 11 July 1866 and remained as pastor for 4 and ½ years. from 1871 to 1876 the Rev. Elias R. Drake preached at the Central Congregational Church. Then came the Rev. Henry M. Grant who served for nine years, from 1878-1888. Then came John B. Lawrence 1888-1893 and then Richard G. Woodbridge for the years 1893-1901. The Rev. Samuel M. Cathcart accepted the pastorate in 1902.

It was during Mr. Cathcart's pastorate that the first Baccalaureate Service was held in the church for the High School graduates and Mr. Cathcart delivered the sermon. Pastors of the Central Congregational Church since this time are within the memories of some of our older citizens.

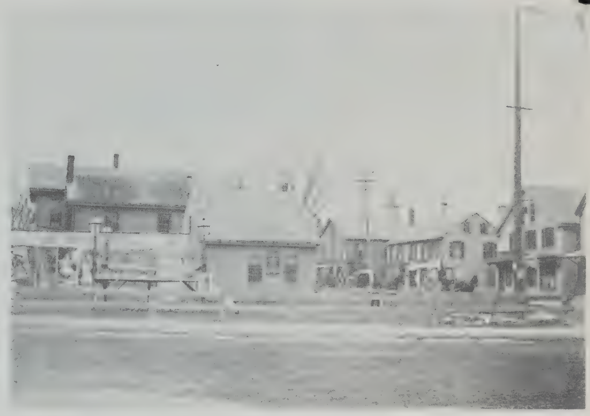
On Sunday 2 December 1923 a disastrous fire occurred and much damage to the interior of the Church was sustained. Repairs were made and some changes were made in building structure. A re-dedication service was held on the 19th of November 1924. At this time a new organ was installed. The dedication took place on Good Friday evening 22 May 1925.

To those of you who are familiar with the old family names of the Middleborough area there will be noted that by the time the Central Congregational Church was established many new names have appeared and some of the old familiar surnames do not appear. This is a normal condition in any community and is one way in which growth of a community becomes established.

By the time the Central Congregational Church was established the practice of having a cemetery directly connected to the church and in a 'next-door' location had been discontinued and the burials were being made in the town cemeteries. Thus the place of burial is no longer a clue to the church which they may have attended.

## A BANDSTAND AT THE CORNER OF SOUTH MAIN AND CENTER STREETS?

Whenever a reference is made to the old bandstand that stood at the corner of South Main and Center Streets, the invariable reaction is, "I can't believe it!" In this photograph, given to the Historical Museum by Mrs. George R. Shaw, is proof positive. Where the Bank building now stands, can be seen the bandstand with tall lights at each corner.



The little building in the foreground was built by Major Levi Peirce and used by him as a general store. Later it became Middleboro's first postoffice. After a period of seven years, the building became what was probably Middleboro's first serious robbery. On that date the town safe was blown open and a sum estimated at $13,650 in bonds and railroad stocks was taken. No accurate count could be made because many townspeople kept their valuables in this safe. In 1866 the building went up in flames, and in 1875 the Bank building was erected on the site.

Middleboro had to wait until 1919 for a new bandstand. At that period of time band concerts were very popular. The local order of the American Federation of Musicians became interested in sponsoring a permanent bandstand. The Bay State Band, Walter H. Weeman, director, and the Middleboro Band had recently consolidated with John M. Carter, director. Keeping the name Middleboro Band, they sponsored concerts, dances, and a fair which opened May 16, 1919, and continued for three days. These projects and individual contributions totaled over $1,000. The new bandstand, Elliott W. Harlow, architect, and Wilson G. Harlow, building, was erected on the lot beside the town hall and dedicated July 4, 1919.

Because of a decline of interest in band concerts, the bandstand was moved in 1934 to the playground off Lincoln Street.

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## A HISTORY OF THE MIDDLEBOROUGH TOWN HALL

At the suggestion of the group, "Friends of the Town Hall," this issue of the Antiquarian is devoted to the history of our very beautiful Town Hall. The history is an interesting one, representing the efforts of the outstanding citizens of the day. The names associated with the early history of the Town Hall are those whose opinions and influence played an important part in molding and shaping the town of the future.

Many thanks and much credit for this history should be given to Joseph F. Freitas for his diligent and painstaking research, especially in the early town reports of Middleboro. These reports provided invaluable information and fascinating reading.

All photographs used in this issue of the Antiquarian are by courtesy of Clint Clark, Middleboro.

### THE FIRST TOWN HOUSE

In the beginning was the first townhouse, the building of which, shortly after the Revolutionary war, practically tore the town in half.

The first town meetings were held in the houses of prominent citizens and attendance was a "must." A fine [illegible] imposed on the "freeman" who, after being duly warned, failed to show up. The fine was two shillings and six pence. As early as 1675 there was a colonial law that a town should provide a public house, where people could meet and worship God, and it also provided that if the town failed to do so, the governor and magistrate could authorize the construction of such a house and charge the expense to the town.

The meeting houses of the town were used for the transaction of business. The First Congregational Church served as the "town house" for many years, partly because the neighborhood of the First Church and Muttock was the center of the population of the town.

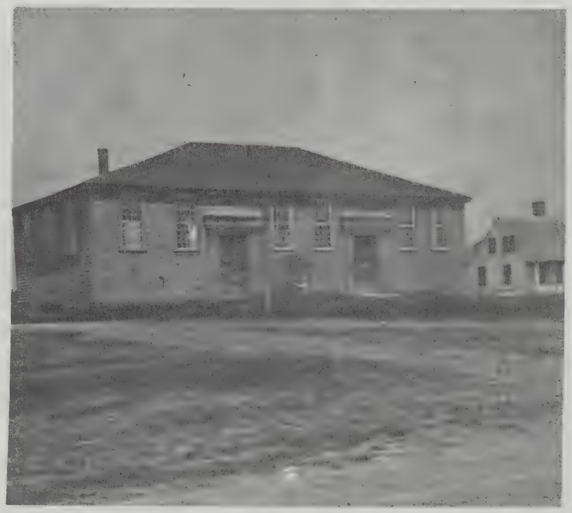
In later years, the population gradually moved south to what is now Middleboro Center, and to another settlement a little further south known as Mortontown, an area that extended from what is now East and West Grove streets and South Main Street to the railroad bridge.

The movement for a new townhouse began as early as 1788. After much discussion at a town meeting the move was defeated, and at an attempt two years later on such a move, no action was taken. The question again came to the fore in 1795 when a committee comprising leading men of the day was named to consider building a townhouse and to designate a location for it.

This committee included Capt. Joshua Eddy, Dr. [illegible]ph Clark, Capt. Job Peirce, Col. John Nelson, Isaac Thompson, David Richmond, Capt. William Canedy, Nehemiah Bennett, and Deacon Benjamin Thomas. No action was taken on several suggestions submitted by the committee. At a meeting on February 1, 1796, it was voted to reconsider all former votes passed relative to building a townhouse. At the same meeting the question was put,"whether the town will build a townhouse or not," to be determined by count, those opposing the measure to leave the meeting. Four people were chosen to stand at the doors of the meetinghouse and count the number who left the building. A majority of ninety were opposed. At a meeting on March 21, 1796, the measure was carried, but the opposition continued, there being one hundred and forty-six votes for and one-hundred and six opposed.

The topic was tossed around and finally a decision was made on a site. After considerable electioneering, it was voted to appropriate $1000 to buy a lot from Levi Wood, located on the northwest corner of South Main and West Grove Streets. The site was purchased and at a town meeting it was decided that a "public vendue," or auction, be held at which prospective bidders would announce their figures for building the Town Hall. The work proceeded and by January 2, 1798, Middleboro had a new Town House.

The old building was used until 1872 as headquarters for the town's business. That was the year work began on the new Town Hall. The first townhouse was demolished and the lumber sold to Job Braley, who used it to build a house on North Street at the junction of Oak Street, later owned by Albert F. Soule, Sr.



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## THE NEW TOWN HALL

The committee selected a native of North Middleboro, Solomon K. Eaton, then living in Mattapoisett, to be architect and builder of the new Town Hall. The building committee consisted of Horatio Barrows, Albert Alden, Zebulon Pratt, and Ivory Harlow.

The project had not progressed far when Mr. Eaton died. The work was carried out successfully under the direction of Horatio Barrows, chairman of the building committee. That their labors were a success is indicated by the tribute paid the committee when the work was completed: "The hall now stands as a tribute to all who had a hand in the building, a structure of unusual beauty and fine lines." The building cost $48,984.36.

The committee seems to have chosen the ideal site for the new Town Hall. Facing one of our main thoroughfares, elevated slightly above street level with a broad expanse of lawn between building and street, it truly presents an imposing picture. The choice of a site may have been influenced by the fact that Philander Washburn, who lived in the large white house on the opposite corner of South Main and Webster Streets, and who gave the land for the Central Congregational Church, donated the lot for the new Town Hall. In the late 1920's, when the Federal government was seeking a site for a new postoffice, they cast their eye on the parking lot beside the Town Hall, but in the deed given by Mr. Washburn when he conveyed the parcel of land for the Town Hall, he stipulated he wished no other building ever to be located on the site.

The new Town Hall was dedicated in December, 1873, at which time there was a public celebration when appropriate remarks were made on the part of the building committee, representatives of the town, and a public address was given. One account states, "there was a town-wide celebration and an elaborate dedication ceremony, but no one has succeeded in locating a copy of the program. A letter was found dated November 1, 1873, written to Simeon Harlow, Co. M.V.M., written on stationary of the Bay State Straw Works:

> The committee chosen to dedicate the new Town Hall respectfully invite you as a company to join in the procession and participate in the exercises of that day. Trusting that the officers receiving this will put it through the proper channel and that the company will accept this as an invitation, I am, in behalf of the committee,
>
> Yours very truly,
> Joseph E. Beals, clerk.
>
> P.S. I shall name the day as soon as possible.

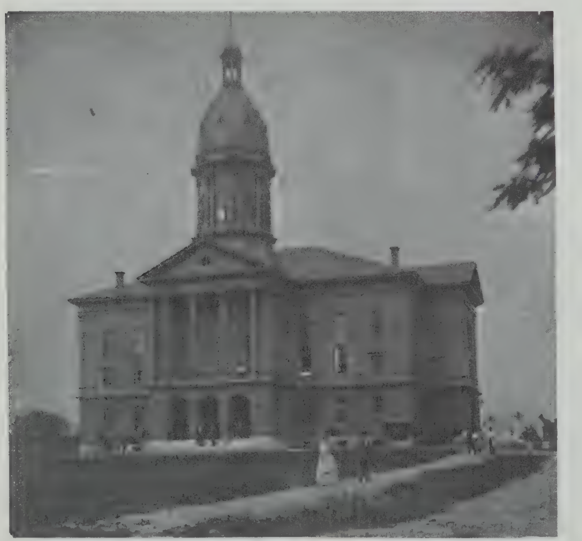
It would be impossible to name all the tenants of all the rooms in the hundred years since the Town Hall was built. The high school was one of the first. The high school was first held in the vestry of the First Congregational Church and for a few years in schoolhouses in Titicut. For lack of scholars and interest for a few years the high school fell into oblivion. Then a state law made it mandatory for towns to provide high school education. Peirce Academy offered its facilities which were accepted by the town for a few years. When J. H. Willoughby, a graduate of Dartmouth College, was engaged as a high school teacher, the town took possession of the "commodious and pleasant rooms provided for it in the new and elegant Town Hall just completed." At the close of the school year of 1876, a class for the first time was graduated from the high school. In 1886, the high school found itself in the new and costly brick building built for the purpose facing South Main Street beside the Town Hall. (Later the Bates Junior High School, burned September 20, 1954).

The first public library was located in the Town Hall, first in the north corner room. In September, 1874, it was voted to establish the Middleborough Public Library and it was formally opened in its room in the Town Hall. The library owned some two thousand volumes and was very cramped for room. Therefore, it was with great joy to all concerned when the library moved in 1886 to the more commodious quarters formerly occupied by the High school. Here it remained until its location was changed in 1904 to the beautiful new library building on North Main Street.

The earliest effort to provide Middleboro with banking facilities came in 1873, business of the town having increased sufficiently to warrant the establishment of a bank. On March 15, 1873, the Middleboro Savings Bank was incorporated with eleven accounts and total deposits of $370. On April of that year the bank opened for business with quarters in the town clerk's office in the Town Hall. The bank remained there until it moved to its location in the Bank Building on Center Street, May 4, 1896.

In 1889, the Middleborough Co-operative Bank was organized. In the last quarter of the 19th century a group of far-sighted business men of the town led by Joseph E. Beals, recognized the fact that with the rapidly growing number of industries in Middleboro, there was need for planned savings and for home financing on an economical basis. The first meeting of the bank was held in the Town Hall on April 12, 1889, with receipts of $894 as first share payments. On May 21st the bank was ready for business. During the first twenty-five years the bank occupied an office in the Town Hall with the Water Commissioners. In 1914, the chapel on South Main Street owned by the Central Congregational Church was leased and became the new home of the Middleborough Co-operative Bank.

In 1888, the need for a "lock-up" was brought before the citizens of the town. It was thought necessary to have a more suitable place than the cells that had been constructed in the basement of the Town Hall. A place was needed to accommodate "transients and tramps." Statistics showed that for a year the average persons to be locked up over night amounted to nearly one every night of the year. Apparently nothing was done, because on the night before the Fouth of July 1903, was the occasion of the famous "Fourth of July Riot." Confined in one of the cells was one who had celebrated too well and had to be restrained. An angry group of his friends attempted to rescue him. It developed into an angry mob of some five hundred who stormed the Town Hall from 3 A.M. to daylight. The local police were unable to cope. The mob shattered electric light globes on the front of the building, smashed windows, and dented the heavy doors with sticks and stones. When they found they could not break in to the Town Hall, they marched to the house of Judge Nathan Washburn on South Main Street. When Judge Washburn refused to accede to their demands to release the prisoner, they pelted his home with a fuselage of rocks. The Judge telephoned High Sheriff H. S. Porter in Plymouth who sent twenty-five men on the eight o'clock train. By this time the excitement had subsided but arrests were made and penalties levied against those who were found guilty.



TOWN HALL – 1874

An early colored postcard indicates Town Hall was painted brick color red until 1922 when it was painted white.

In 1874, a well was sunk upon the Town Hall lot thirty feet in depth, the last ten of which was through solid rock making it very expensive. A small stream was found about five feet above the bottom, but hoping to find a more powerful one, the work was continued. A hole was drilled several feet deeper, passing one or two small streams, probably branches of the first one. During extreme cold and dry weather there was about five feet of water which was thought ample for common purposes. The expense proved to be much larger than expected, the amount given being $297.43.

In 1893, a new bell was installed in the tower as part of the town fire alarm system. It was the heaviest bell in town, 4,490 lbs., about 18 feet in circumference at the rim, and about 5 feet in height. Engraved upon the side were the names of Chief Engineer Eugene LeBaron and the other officers of the fire district. Its tone was different than any bell in town, a C natural. The cost was $1,078 at the factory and $1,400 installed. Mr. Meneely, a son of the president of the Meneely Company of Troy, N.Y., came on with the bell and helped to install it in the dome of the Town Hall.

In 1917 when a whistle was installed to take [illegible] place of the bell, the bell was sold to help defray the cost of the new apparatus.

From the first, it was of constant concern to the Town Hall committee that the various tenants in the Town Hall rooms were not paying rent for the rooms they occupied. They called attention to the fact that one-half of the first floor was occupied by the high school, that the Town Treasurer's office, the Selectmen and Public Library had rooms, the town had the use of the hall for town meetings, and other rooms were used for committee meetings, caucuses, etc., which if estimated at a fair rent would offset the balance of the ordinary expenses. And along the same lines, in the February 12, 1886 report, the committee, now comprising Joseph T. Wood, Albert T. Savery, and Sylvanus Mendall state, "More than one-half of the first floor of the Town Hall is used for school purposes, only two rooms paying any rent (the county for court room, $150, and bank $50.). The Town Clerk, Treasurer, and Collector, Selectmen, Assessors, Overseers of the Poor, and Town Library are using rooms, the hall is used for town and fire district meetings, high school exhibitions, caucases etc., and the basement for lock-up, all heated and taken care of which, at a fair rent would amount to more than $1000, leaving a balance of mo[illegible] than $500 in favor instead of a balance of nearly $5[illegible] against the Town Hall." The report of the year 1910 was more cheerful. "For the first time in the history of the town the Town Hall building has been self-supporting, the receipts being $3,460, and the expense $2,959.54, leaving a balance of $504.46 of receipts more than expenses. Adding a balance from the appropriations gives us a total balance of $752.06 of which we have transferred to the Incidental Account $334.87, leaving a balance of $417.19 which we are expending for needed repairs on the hall."

At a town meeting early in 1874, the subject of insurance was discussed. The Town Hall committee reported that when the Town Hall was accepted by the town in 1873, they were informed that all policies on the building would expire by January 1, 1874, except one of $5,000 which would expire on the 24th of February, 1874. Believing that the interests of the town required it, the committee had two policies placed on the building, one of $7,000 in the Aetna Insurance Company of Connecticut, and one of $3,000 with Traders and Mechanics Insurance Company of Massachusetts, both at three per cent. Later the committee had additional insurance placed on the building and furniture, to the amount of $25,000, all at three percent.

As time went on, the subject of insurance was repeatedly brought up at town meetings, always a heated discussion. Some thought insurance unnecessary and extravagant. Matthew H. Cushing moved that the policies be cancelled, that no good business man would think of insuring. It was suggested that the building and not the furniture be insured. Everett Robinson believed that any man who would insure his own property and opposed insuring town property was dishonest. He recommended the whole, building and furniture, be insured for $20,000, which was voted. In 1897, the Town Hall committee declared the valuation of Town Hall and furniture to be $50,000.

From time to time, repairs and renovations had to be made. In 1922, a complete painting job was done on the exterior of the building. The town report states that two coats were used, changing the color of the Town Hall to white. Although there was some opposition at first to the change of color, opposition seems to have vanished and favorable comments were heard.

The interior required considerable attention over the years. At the time of building, shutters were installed at the windows, costing $550, curtains, $75, carpets, $65.00, all installed as a matter of preservation of the property.

Very little is said about the stage curtain, from whom it was purchased or the cost. In a report of 1892, the Town Hall committee reports the renovating of the auditorium and painting of the walls; also that the stage had been fitted with a new curtain and scenery. In this report there is an expense item of $339.50 to L. J. Couch Company for scenery. In 1906, there is mention of an expense to H. W. Johns Manville Company for an asbestos curtain, $222.38. Whether this was the last curtain purchased to be used on the stage, the curtain that has hung there for many years is still very beautiful. It had been the hope of the Friends of the Town Hall to preserve this and have it fireproofed, but that was made unnecessary because of the generosity of the Peirce Trustees who in January of 1983 donated $2,900 for a new set of curtains.

In the same 1892 report, the committee thought that safety in lighting would be better secured by electric lights than by more inflammable gas jets. Accordingly, an order was given to Wheeler Reflector Company to fit the stage with electric lights. The bill when presented seemed so large that payment was deferred. It was afterward settled by the payment of $580.70.

"The committee are aware that they have exceeded their appropriation but they feel the town would be satisfied with nothing less than has been done. The accoustic properties have been much improved and we now have a hall that is a pride and an honor to the town."

The accoustics of the hall had been a matter of concern since the hall was built. At an early town meeting one S. Benson opined that the echo and reverberating sound was a great objection to the use of the hall. He moved that experiments be made to alleviate the trouble, and it was voted the House committee experiment to the amount of $200.00.

In 1875, a propos of the appropriation for preventing an echo in the hall, the committee reported that they had investigated every source within their reach, and while people enough had been confident they could suggest a remedy, no plan had been offered that gave promise enough of success to warrant spending the town's money. Draping seemed the most promising remedy, but to do this successfully would require a large appropriation, larger than the one already made by the town. In accordance with the suggestion of many, a number of wires were stretched across the hall, but with no perceptible effect. The work of putting up the wires was done without cost, the cost of the wire being $3.00. The committee recommended that any future committee be authorized to continue investigations and that some appropriations be placed at their disposal for the purpose. The outcome of the investigations was to change the texture of the walls, changing the smooth plaster to a rough plaster with deep indentations.

During one major renovation of the hall, special craftsmen had to be brought in to repair the crumbling paper mache designs on either side of the stage, a lost art. William Shakespeare, who has presided over all the goings on in the hall for one hundred years, from his vantage point over the stage has survived remarkably well.

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The ceiling was the victim of a freak accident a few years ago which left a visible mark. A workman was busy in the area above the hall. This portion under the roof has a catwalk, so called, stretching from the entrance door to the middle of the four sides of the building, reaching the ventilator windows. The rest of the area has laths which support the plaster ceiling. It was onto this lath covered section the workman ventured - but not for long. It loosened under his weight and he was on his way through the ceiling which is thirty feet above the floor below. He caught a supporting timber and pulled himself up, leaving a big hole in the ceiling. It was repaired and retinted, but people who knew the location could spot it. With the next paint job, the spot was obliterated.

Town meetings were called by Thomas Jefferson "one of the oldest institutions, one of the wisest, and one of the nation's last vestige of pure democracy." Debate in Middleboro town meetings were not limited, and in the 1930's there were a few individuals who could be counted on to keep the political pot boiling. Alexander Heath, magazine salesman extraordinaire, was perhaps the most vocal. According to record, he rose to speak forty-one times at one meeting. His oratory was a fine art, but dripped with acidity and vituperation, and almost no one in public office escaped his attacks.

In 1958, he and Albert Thomas engaged in a heated debate on the subject of the Town Manager. The debate was fiery, and at the close of the twenty minutes allowed each speaker, a standing vote declared Mr. Thomas the winner. One of the town streets received its name because of a bit of sarcasm on the part of Mr. Heath. In what he considered a facetious remark, he proposed at a town meeting that the unnamed new highway from the Rotary Circle toward Taunton be named Harding Street in honor of Lewis Harding, a selectman. Mr. Harding's supporters were far more numerous than Mr. Heath suspected, and the motion was adopted almost unanimously.

The voice of Hiram Archer, a Boston lawyer, whose home was on River Street, was heard frequently at town meetings, as was that of Dr. Daniel H. Holmes. William W. L. Tallman was an active participant and his remarks often brought friendly laughter. There was standing room only at these town meetings, crowds attending not so much to vote on articles concerning the welfare of the town as to see and hear the show put on by these men.

## ON STAGE

By 1874, entertainments were being presented on the Town Hall stage. the seats had been numbered so that those obtaining tickets in advance could be assured of good seats. On May 1, 1874, came the Hampton colored students in concert, who were expected to fill the hall.

Middleboro has been unusually fortunate in counting among its residents people of outstanding musical talent. In the early 1900's elaborately staged cantatas were frequently offered on the Town Hall stage with leading soloists and the chorus comprised of local singers. In 1905, the cantatas, "Prince of Egypt" and "Belshazzar" were given under the direction of Cora Pierce Richmond, in which William H. Crapo, A. Delle Alden, Ruth Martin, Eldoretta Cushing, and Rhoda N. Rounds took the principal roles. Mrs. Claribel Jenney was another popular soloist who appeared in local operettas.

The town was visited by various stock and traveling shows in the early part of the century, all appearing on the Town Hall stage. Some were pretty poor, as indicated by their titles: "The Elopement of Ellen," "When Women Love," and "Ma's New Husband." When the company left with the rent unpaid, the scenery traveling with the show was held for security. On one occasion in 1915, the scenery was attached and when sold at a sheriff's sale, was bought by the town and used as part of the scenery on the Town Hall stage.

There were moving picture theatres in the town, but in 1912 pictures were shown three days a week at the Lyric Theatre in the old American Hall, and three day[illegible] week at the Town Hall where the balcony was remodeled to accomodate a projector. One of the great attractions every Saturday was "Perils of Pauline." Town Hall movies received a fatal blow when in 1915 a fine new moving picture theatre was built across the street from the Town Hall, the Park Theatre.

From 1894 to 1924, Middleboro enjoyed a series of concerts and lectures known as "The Citizen's Course." Foremost musicians and lecturers were brought to the Town Hall stage under this sponsorship. The list of entertainers was impressive, including Elbert Hubbard, the Lotus Quartet, members of the Boston Symphony Orchestra, and the Boston Opera Company. After 1924, Middleboro became one of the towns to join the Community Concert Association and many fine artists were brought to the Town Hall under this sponsorship.

Minstrel Shows were a popular form of entertainment in the early 1920's and 1930's and many a minstrel show with Wilfred Cromwell and Jim McKechnie were enjoyed as presented on the Town Hall stage.

In 1922, a male chorus was organized with Austin M. Howard, director. The chorus was composed of twenty men who called themselves the "Middleboro Male Singing Society." In a five year period the group appeared frequently on the Town Hall stage, as well as before fi[illegible] other audiences.

Home talent plays contributed frequently to the town's entertainment. The Thimble Club Daughters for many years presented a play annually under the direction of Doris Whitehouse, the proceeds used for the charity work of the organization. As far back as 1907, the senior class of the local High School gave a play each year, and the Middleboro Teachers' Association gained a wide reputation for the excellence of their annual production. For many years, operettas were given each year on the Town Hall stage by the graduating class of the Junior High School under the direction of Principal Henry B. Burkland. These musicals began in 1928, the first production being "Legend of Sleepy Hollow." Mr. Burkland arranged all the musicals himself and saw to it that every boy and girl in the class had a part. The operettas continued each year until the Bates Junior High School was destroyed by fire, September 20, 1954, destroying the vast collection of costumes that had been accumulated over the years.

In May, 1930, "The Governor's General," an operetta written by a local musician, Harry Wood, was given by local talent.

Two native sons appeared on the Town Hall stage as lecturers, Alton Packard and Neal R. O'Hara. Alton Packard attended the local high school and while there drew some cartoons that were well received. After school, he engaged in several businesses, but finally developed his "Chalk Talks," drawing cartoons on a blackboard, all the while continuing his lecture. This type of lecture was very popular at the time. Considered the most celebrated stage cartoonist in the United States, the Citizen's Course was proud to have Alton Packard come to the Town Hall as one of the lecturers in the Course.

Neal R. O'Hara, son of Mr. and Mrs. Stephen O'Hara, appeared more than once on the Town Hall stage. Famous for his Irish wit, he wrote newspaper columns under his own by-line and was syndicated in more than twenty-five newspapers. He lectured before a Middleboro audience in the Town Hall on February 8, 1924, under the auspices of Nemasket Chapter, D.A.R. His subject, "Humorists, or How They Get That Way." During his lecture, he paid tribute to his High School teachers, especially to Walter Sampson, Leonard O. Tillson, and Miss Grace G. Allen, stating that he learned more from those sterling teachers than in any subsequent place of learning, including Harvard.

High school and grammar school graduations were held in the Town Hall until the new high school was built, as were the proms of the various classes. The grand march was always spectacular, with the girls in their beautiful graduating gowns, the boys in their contrasting black suits, executing intricate maneuvres as they marched around the hall to stirring music.

When dances and proms were held on warm summer evenings, the double doors into the side hall and to the outside balcony were thrown open. The balcony was illuminated and it was a romantic setting to say the least. It was the custom of parents, especially mothers, to come to the events and be ready when the doors were open to obtain a seat in the front row of the balcony, where she could admire her daughters gown, and from that vantage point, keep a watchful eye on her behavior.

## OTHER EVENTS.

The Town Hall has been used for all sorts of purposes, from religious revival meetings, political rallies, and basketball games. In the early 1900's, the hall was filled night after night for revival services by Rev. Ora Grey. Governor George Wallace once came to the Town Hall and it was so crowded loud speakers were set up outside the hall. Basketball games were held in the hall, and the black marks made on the floor could be seen for years.

On February 6, 1935, the auditorium was filled with those eager to organize a Townsend Club. Probably no organization of the 20th century stirred so many hopes in the hearts of senior citizens as the Townsend Club. The local club was formed that day through the efforts of Clarence E. Thomas, who became the first president, and Mrs. Edna Eaton, who became a prominent member of the movement in Middleboro and throughout Southeastern Massachusetts. At the beginning of 1936 Townsend Club No. 1 had 1,400 members and was one of the largest and most active Townsend Clubs in the state. An article published in Reader's Digest in 1939, left little doubt that Middleboro was the locale of the story.

Many a celebration has concluded with exercises in the Town Hall. On the occasion of the large convocation of the members of the Independent Order of Odd Fellows on April 26, 1909, following an elaborate parade reviewed from the balcony of the Nemasket House, and following a dinner (costing fifty cents) a reception was given in the Town Hall for the Grand officers of the lodge and other guests. On July 4, 1919, the town observed a triple celebration: the 250th anniversary of the founding of the town, the return of servicemen from World War I, and Fourth of July. This was an especially gala occasion. It continued into the second day. There were sports events in the morning, and exercises in the Town Hall in the afternoon. Governor Calvin Coolidge was greeted with rousing cheers and gave a brief address; Ex-Governor John L. Bates was the orator for the occasion, and Honorable Albert H. Washburn, a native of Middleboro, gave a memorable historical address. In the evening, a grand ball in the Town Hall concluded the celebration of the 250th anniversary of the town.

Most worthy of note are the excellent art exhibits of the work of the art students in the schools, under the direction of Mrs. Sylvia Matheson, Art instructor in the Middleboro School system. Held annually for several years, the exhibit always drew an appreciative and enthusiastic audience. In the year 1949, under the direction of Mrs. Matheson, the senior class of the high school decorated the front of the Town Hall for Christmas. The effect was outstanding and has never been forgotten by those who viewed it. Religious scenes on panels painted by the senior class were inserted in the arches in the front of the building, the pillars were festooned with garlands of green, wreaths were on the wall of the balcony, the gable and roof were outlined with lights. A spotlight lit up the whole scene, and the effect was indeed spectacular.

In the spring of 1967, Myron Floren, the popular accordionist with the Lawrence Welk Orchestra, presented a concert in the Town Hall, under the sponsorship of the Middleborough Historical Museum. There was great interest and curiosity to see this renowned member of the Welk Orchestra and tickets were sold out immediately. Several rows of extra chairs had to be moved into the auditorium to accomodate the unusually large audience.

An unusual program was held in the Town Hall on October 3, 1921, when four life-size paintings of General and Mrs. Tom Thumb, Minnie Warren and Commodore Nutt were presented to the town. These portraits had been salvaged from the auction held October 13, 14, 15, 1920, to dispose of the few remaining possessions of the "Little People." The late William Egger, auctioneer, considered the portraits too valuable to be brought out at the auction, especially as attendance was poor and bidding low. Mr. Egger put them aside, and after the auction placed a notice in the Middleboro Gazette asking for donations of money to defray the cost of having the portraits and the handsome gilt frames restored. Response was very poor, and Mr. Egger from his own pocket paid the remainder of the sum needed to engage Mrs. Harriet Cushing, a local artist, to do the restoration. Completed very successfully, on October 3, 1921, there was a ceremony on the Town Hall stage when a representative of the Selectmen presented the portraits and Mr. T. N. Wood accepted them as president of the Trustees of the Public Library. The portraits are said to be portraits, blown up to life size and painted with oils, done in England. They hang in the Middleborough Public Library.

◆

In one of the Tom Thumb rooms in the Middleborough Historical Museum there hangs a framed newspaper clipping advertising a program to be given in the Town Hall featuring Mrs. Tom Thumb. A varied program is offered, all for the sum of fifteen cents.

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## Memories of the Town Hall

by
Clint Clark

I have been asked to write about my reminiscences of events that have taken place in the Town Hall, and what they meant to me.

In the past fifty years they have meant, to myself and numerous other longtime residents of Middleboro, dances, plays, minstrel shows, concerts, graduation exercises, school art exhibits, and town meetings in the auditorium.

An event of personal meaning occurred on a warm spring day in June, 1927, when graduates of School Street School assembled in the auditorium and were with appropriate "pomp and circumstance," presented their grammar school diplomas.

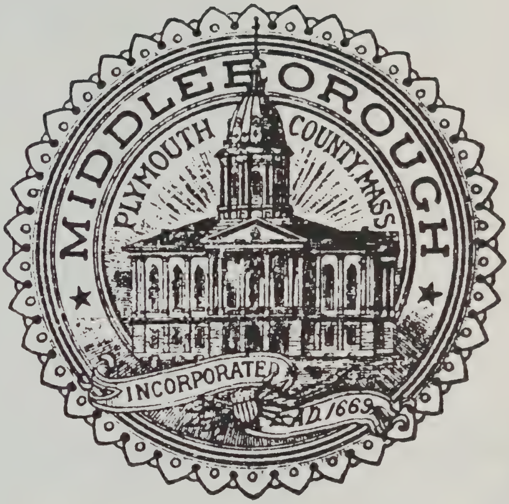
The girls who had taken sewing lessons made their own white graduation dresses. The boys, some still in kneepants, wore neckties in the class colors of blue and gold. Their class song, to the tune of "Maryland, My Maryland," was "School of Ours."

For some of our classmates, the ceremony in the Town Hall that day marked the climax of their formal education. For the others, it was a stepping stone to high school. We would have the distinction of being the first Freshman class to enter the new Memorial High School in the fall.

We were teenagers in the era of dancing to the music of the big bands, and when they played here, the auditorium was our ballroom.

Although the "Charleston" and "Black Bottom" were on the wane, the dances in the Town Hall were a whirling vortex of couples in short skirts and bell-bottom pants. The music was fast-paced, interspersed with dreamy, slow waltzes, and always, in those days, dances ended to the sentimental strains of "Goodnight Sweetheart."

There's little I can add that is not treasured by others to whom the Town Hall auditorium is a special place of pleasant and poignant memories, from the dances they enjoyed in their youth, to their sober responsibility of determining the course of local history through their "ayes" and "nays" at town meetings. For these reasons, a recently founded group, known as "Friends of the Town Hall," will gain support of their endeavor to preserve the auditorium and resurrect its former role in the civic and social affairs of the town.



TOWN SEAL
Middleborough, Massachusetts

*History of the Middleborough Town Hall to be continued in next issue*

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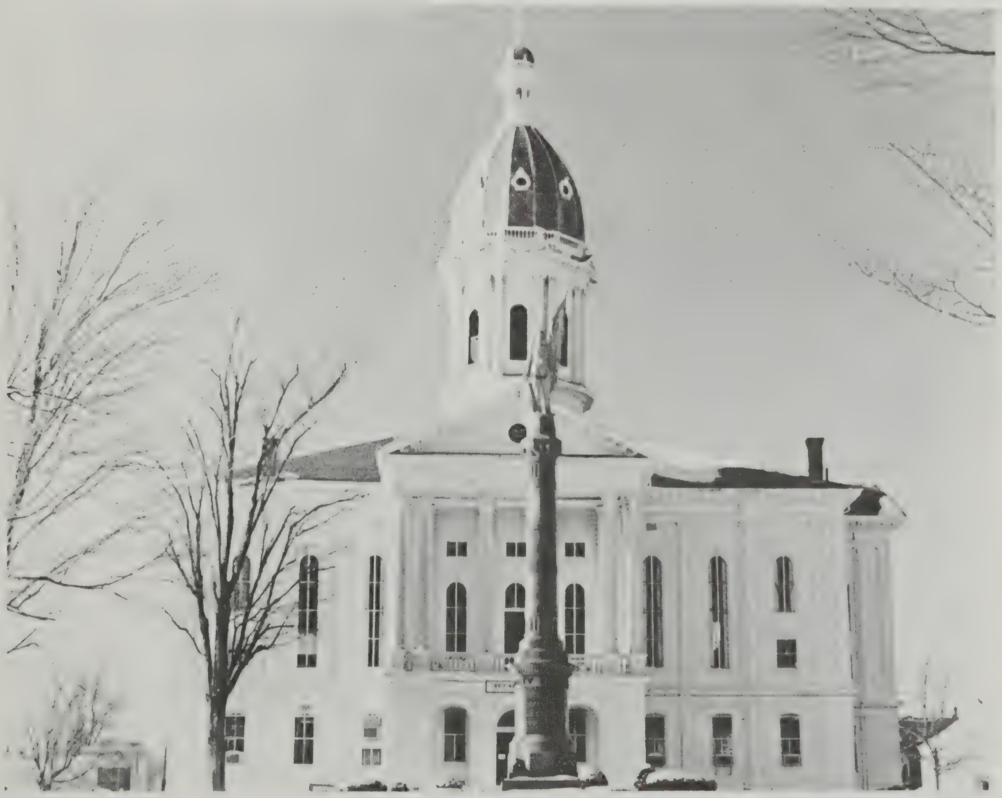

MIDDLEBOROUGH TOWN HALL
SOLDIERS' AND SAILORS' MONUMENT
Dedicated May 30, 1896

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## A HISTORY OF MIDDLEBOROUGH TOWN HALL
### Part II

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### TESTIMONIALS AND OTHER EVENTS

Testimonials honoring two Middleboro citizens who had served the community long and well were held in the Town Hall. One occurred on June 7, 1944 honoring George A. Philbrook in recognition of his fifty years as General Manager and Superintendent of the Middleboro Municipal Gas and Electric Plant. There was a catered banquet followed by remarks from his colleagues and friends. Mr. Walter Wragg, general manager of the General Electric Plant in Lynn where Mr. Philbrook obtained his electrical training, was toastmaster, his daughter, Mertie E. Witbeck, gave a toast to "Life with Father," and Hon. Rudolph F. King, Speaker of the Massachusetts House of Representatives was the main speaker of the evening.

Probably no man has appeared oftener or spent more time on the Town Hall stage than Fletcher Clark, Jr., town moderator for more than fifty years. Attorney Clark was honored at a special town meeting, November 14, 1983, the first town meeting held in the town hall after a hiatus of ten years. A plaque was placed at that time on the podium of the Town Hall honoring the former moderator.

At the March 14, 1974, town meeting at the time of his relinquishing the gavel, the following resolution was read:

Whereas, Fletcher Clark, Jr. has since 1922 been moderator of the Town of Middleborough in the County of Plymouth, Commonwealth of Massachusetts, and now at his own request is not standing for re-election, and

Whereas, the citizens of Middleborough are mindful of the many hours of time and devotion to duty given by him in his capacity as Moderator,

Whereas, the Citizens of Middleborough recognize that never before in the history of Middleborough which has been incorporated since 1669, a person has served fifty-two consecutive elected one-year terms, and

Whereas, the said Fletcher Clark, Jr. was only absent once during the aforesaid term of fifty-two consecutive years, and

Whereas, the Citizens of Middleborough are mindful [illegible] this has been only one of the many civic contributions by the said Fletcher Clark, Jr., as exemplified by the recent honors bestowed upon him on "Fletcher Clark, Jr., Day" March 8, 1974, and

Whereas, many of the citizens of the town of Middleborough are unaware of the generosity of both time and money of the said Fletcher Clark, Jr., as exemplified during World War II when he personally sent the Reader's Digest to every Middleborough service-man.

Be it resolved that we, the Citizens of Middleborough, assembled on March 11, 1974, do pause in our deliberations to express our thanks and appreciation to Fletcher Clark, Jr., with affection and esteem for his fifty-two years of faithful service to the Town of Middleborough.

Be it further resolved that a copy of this resolution be presented to Attorney Fletcher Clark, Jr., and that it be spread upon the permanent records of the Town of Middleborough.

By the Citizens of Middleborough this eleventh day of March, 1974.

**FLETCHER CLARK, JR.**
**Town Moderator, 1922–1974**

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXIII 1984 NUMBER 3
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## IN TIME OF WAR

World War I.

After the *Lusitania* was sunk May 7, 1915, and after it was learned that three Middleboro young men of foreign extraction had been killed in the war, the citizens of Middleboro rose up in anger. Some of the young men in the town did not wait for the United States to enter the war but enlisted with foreign armies. By 1917, more and more evident were efforts to persuade young men to enlist. On March 20, 1917, Capt. C. H. Robbins, member of Co. D of the Massachusetts 5th Regiment held a public meeting in the Town Hall. Theodore N. Wood, president of the Middleboro Commercial Club, officiated as chairman, Albert P. Langtry, Secretary of State, was the speaker of the evening. Single men between the ages of nineteen and twenty-three were urged to enlist before actual hostilities began. On that evening seven men volunteered to join Company D.

In April, 1917, a Public Safety Committee organized with Selectman Bourne Wood as chairman. On April 29th a parade was held with eleven divisions, seven bands, and more than 3,500 persons in line. After the parade, a mass meeting was held in the Town Hall.

In 1917, the Selectmen voted to keep the flag flying on the Town Hall day and night during those troubled days.

Also in 1917, all males who had arrived at their twenty-first but not their thirty-first birthday were required to register. Registration at the Town Hall continued from 7 A.M. to 9 P.M. with 689 persons registering. The first list of draft drawings was received at Sullivan's Newsstand on Friday, July 20, 1917. On the first list were the names of three Middleboro brothers, Aubrey, Charles and Herbert Clark. The first Middleboro number drawn was 1,894, that of Hagop Janjigian. When the first twenty-two men to be drafted left for service, schools were closed and there was a parade to the depot consisting of organizations and several bands.

It was thought this was making the departure a too joyous occasion and when the next group departed exercises were held in the Town Hall with musical selections by a band and a chorus of school children with brief addresses by local officials.

Soon after the United States entered the war, Middleboro housewives began to feel the restrictions of rationing. Women were required to register on July 6, [illegible]17 for food conservation. Schools for women were held in the Town Hall where canning procedures were taught, with Mrs. Granville E. Tillson serving as Chairman of Food Conservation in Middleboro.

Victory gardens sprang up everywhere, even on front lawns. The lawn in front of the Town Hall was ploughed and pupils of the Town House School used the plot to plant beans.

After November 14th, 1918 when the real armistice was signed, "Welcome Home" boards were erected on the Peirce Academy lawn and at the railroad station. A "Welcome Home" banquet was given on November 15, 1919, at the Y.M.C.A., in charge of the Thimble Club Daughters, followed by a reception and dance at the Town Hall, at which time memorial certificates by the French government were presented to the next of kin of Middleboro men who lost their lives in the war, including those who died while in service during the influenza epidemic.

Middleboro made its recognition of those who served their country in the form of a Roll of Honor. the 412 names of men and women in the various branches of service were inscribed on wood panels and placed in the lobby of the Town Hall. The plaques were put in place in December, 1918, and recorded that fourteen Middleboro men and one woman lost their lives in the Great War.

The first Middleboro man to lose his life in the conflict was Simeon L. Nickerson. He was killed in the advance of July 23, 1918. It is in his honor that the name "Town House Avenue" was changed to Nickerson Avenue.

**World War II**

The shattering announcement of the bombing of Pearl Harbor came crackling over the radio on Sunday afternoon, December 7, 1941 Preparations for war had already begun by calling a registration of young men between the ages of twenty-one and thirty-five.

The first peace-time registration for selective compulsory service in the armed forces of the nation was held on October 16, 1940. In Middleboro the project took place in the Town Hall with the late Waldo Thomas in charge, and the late J. Stearns Cushing, chief registrar, aided by town employees and teachers. By May, 1941, there were 146 local men in the armed forces, seventy-two of them volunteers and seventy-four chosen by Selective Service.

There were many registrations required during the war years, among them gas rationing, food coupons and several other restrictive measures, all administered by local residents in the Town Hall.

The war went wearily on until Japan surrendered, in celebration of which President Truman declared a two-day holiday. With few exceptions, every business place in Middleboro was closed. On Sunday afternoon, August 19, 1945, citizens of the town gathered in the auditorium of the Town Hall to express their thanks for peace, joining the nation in a day of prayer.

## THE TOWN HALL REMEMBERED

## MY MEMORIES OF TOWN HALL.

by Lyman Butler

My first recollection of Town Hall was attending a movie show there when Ivan Rogers gave up the Star Theatre on Center Street. I was about seven or eight years old at the time but I have a vivid recollection of the first of many happy afternoons of moving pictures. My older brothers were with me, sister Cora being too young at the time. We all headed for the front row or as near as possible as we wanted to be as close to the action as we could. As starting time approached the janitor, I think it was Kim Harrison, started closing the blinds on the long windows to darken the hall. When all were closed the show started with a lot of noisy applause by the matinee crowd of mostly kids. As I got older I did not go for the front seats as I found out that the picture was not as good there as farther back. In my later years there I liked the balcony seats best as there was no visibility problem as seats were set like stairs. I liked to set near the projection booth and watch the man turn the crank which made the pictures move. Black and white and silent pictures were all we had in those days but what did we care, they were pretty wonderful to us. Frank Harrington was pianist at both the Lyric and Town Hall. Ben Glidden and Kendrick Washburn played drums, Fred Southwick was projectionist. A few years later when going to school downstairs in the eighth grade our class under the direction of Miss Miriam Braley put on a Christmas play. We rehearsed and presented the play in the hall upstairs. I had no desire to be in the play but as I was to play a shepherd with no lines it was O.K. with me as we got to roam around back stage where other actors had made up and put on shows. Many of the players had signed their names around the wall. Stairs lead upstairs to the backstage area from the main corridor so we came out the schoolroom and went up. We put on another show there that year and we had to learn to sing the French National Anthem for part of the show which was about countries of the world.

Kim Harrison used to ask Mr. Fred O'Coin our principal to let some of us help at times with some of the things he had to do as janitor. The big clock on the East Wall had to be wound every week and one of the smaller boys would be picked as the crawl space was small. Another chore we helped him with was baling paper in the basement. All the waste paper of the various offices and school were put into a big metal box-like affair and a press on top forced it to a compact bale, with a big round wheel which a couple of us boys would turn a gear that forced the paper down. At this time there were plays being put on by the teachers and other local people and we would find tickets and hand bills which had been used for the show. I always remember one special play called, "Much Ado About Nothing." Another thing in the basement was the jail cells which were used when the police station was in the building. Of course there were no locks on them but we put each other in them playing cops and robbers.

Along about this time they used to have what they called movie-dances where a film was shown and the chairs removed and dancing to the music of some local musical group, I was not much interested in dancing at this point and I think I only went to one of these affairs at Town Hall. Of course they had vaudeville at some shows and used the spot light located on the front of the balcony [illegible] recall that Ralph Maxwell operated this at one time and I kind of envied him as the ark light fascinated me and Ralph was not many years older then I. At one show I remember for one vaudeville show an illustrated story was presented by a man with the spotlight on him standing at the left of the stage while a movie was projected on the screen. At the time nobody dreamed of sound movies but when I think of that show, how much it was like the narrated programs we get on T.V. today. Lyric Theatre ran alternatively with Town Hall three days a week. We used to go there some but liked Town Hall best. When Park Theatre was built both of these places closed down.

With the ending of picture shows the live entertainment took over at Town Hall. Traveling shows began to schedule performances frequently. One of these groups was called The 10-20-30 Shows getting its name from the price schedule of 30 cents for front area seats, 20 for center, and 10 for rear and balcony. These shows were presented several nights a week with a different program each night using the same actors in the different roles. I went to several shows and they were well received by the townspeople. I was now in my teens and working so could pay my own way. Neither of my folks seemed interested [illegible] this form of entertainment though my mother did take part in a show put on by Nemasket Grange. The name was, "How The Story Grew." Mild burlesque shows were presented quite frequently, generally running two to four nights a week. These were popular especially among us teenagers who were pretty regular customers. The cast put up at Nemasket House and many of the chorus girls spent some time on the green benches on the Avenue and some of the boys would take a walk down the Avenue to see what they looked like off stage. Reserved seats were available a week in advance at Hathaway's Drug Store where they had a chart of the seating arrangement so you could get the exact seat wanted. Sellout crowds were frequent in the early days of these shows and they made out pretty well but autos were taking more and more patrons away and finally they quit as with the large cast, expenses were high. Al Lemon, popular champion tap dancer, comedian, and Mike Sacks were two of the popular cast members of one show.

Amateur shows were put on and many local would-be actors performed for small prizes. Many single-person acts were put on by the various townspeople and nearby towns. Tom Hart, Hugh Rogers and others, Scheme Fuller sometimes with bones, a comedy act, the two Louies, with Louis Rondelli and Louis Gay were some of the entertainers. Georgie Kelly, a would-be singer, was on one night with the song, "Lets All Sing Like The Birdies Sing". George was slightly off key but got lots of applause and got a small prize for his effort.

When the Y.M.C.A. was stationed in the Peirce Academy basketball games were held in that building but the management decided to try having the home games in the Town Hall which was much more spacious and had the balcony and stage for spectators, giving more people and giving much larger court space in the auditorium. Middleboro Y., always had good teams as some of the ones I recall were Mel Gammons, George Shurtleff, John Gammons, Ralph Mendall, Chet Churchill all good players. Bridgewater Town Team was one of the opponents who furnished many exciting evenings entertainment. Jim Fruzetti, Inky Kilbridge, Mickey Cochrane and Mickey Costa were among the players on this team. The old Oko Club of Brockton, with Joe Downey, was also an adversary of the Middleboro team. The Firemen and Police Balls were quite the big events with well known dance bands including Middleboro's own William Hardy, Walter Weeman. High school graduations and Receptions, Proms and Class plays were also held in our grand old Town Hall.

When I took up playing the Souzaphone Bass I joined the Jim McKechnie Orchestra and we played at Town Hall for a big shindig one night and the guest of honor was Ty Cobb, the famous baseball player. While back stage at intermission time I checked the walls for more names of celebrities and others who had played or acted there, Lucky Strike Orchestra, and Chet Copp and many who I had not heard of. I will say that in a recent visit to this area the walls had been repainted and all names were gone. I was kind of disappointed as my name had been on there a long time. Many amateur minstrel shows were put on in this hall with such headliners as Pete Lambert, (Fat) Battles, two very funny end men, Wilfred Cromwell, George "Buzzy" Washburn, Pat McMahon, Clyde Thomas, Jim McKechnie, who was moderator, Elmer Dewhurst, and Ken Keedwell, were among the cast of these shows.

After I registered to vote I began to go to town meetings whenever possible getting to know how things were run. Back in those days the meetings were well attended and several characters kept the crowd interested. Alexander Heath was one such person who was generally in an argument with someone or other and was always hopping up with the harsh call. "Mr. Moderator!" then he was off and running. William (Bill) Tallman was another who was heard from on many articles. Sometimes he was right, sometimes wrong, but always good entertainment. Hiram Archer, a lawyer from River Street was another voter who had his say on many questions when attending meetings. Moderator Fletcher Clark had his hands full when any of these people had the floor which was quite often. Incidentally, Mr. Clark was the only moderator when I went to meetings as I have not been to any since he gave up the position.

How many times have the older generation who have been in the hall over the years said to themselves, "I wonder what that little man over center stage is supposed to represent?" Many times I have glanced up at him and wondered what he could tell us about the goings on in the hundred years he has been looking down on that hall. He seems to have a slight smile on his face so probably he could tell of some pleasant memories. Hopefully the committee which is working on preserving the hall and making it a lively spot like it used to be for so many years will have the cooperation of the townspeople and keep the smile on the little man's face.

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## I REMEMBER

by Mertie E. Romaine

My first recollection of the Town Hall is regarding the New Year dances for children the Montgomery Home used to sponsor each New Year's Day. I was in grammar school and this annual dance was a highlight in my young life because it meant a new dress, an exciting time, and refreshments. This was really a benefit for the Montgomery House because in the early 1900's the Home was struggling to become established and was very much in need of money. Most of the boys and girls attended dancing school and this was a very proper dance complete with dance programs, small cards with a pencil attached by a cord and tassel. The boys circulated before the dance began and wrote their names on the card to engage the girl for a certain dance or dances. The popularity of the girl was indicated by how quickly and completely her dance program was filled with boys' names.

Another event, still at grammar school age, was a series of plays for the benefit of Montgomery Home presented in the Town Hall. Some of those taking part beside myself were Inez Bassett, Anne Andrews, Edna Klar, and Erma McKechnie.

My mother was always one of those who never failed to come early and obtain a seat in the front row of the balcony. She had a special interest in the new dresses I wore at the dances because she had made every one herself.

Exercises for both graduation from grammar school and high school were held in the Town Hall. At the time of my graduation from high school in 1911, the seating arrangement called for a single row of seats at the rear of the stage, first a boy and then a girl. Every girl had a fan as part of her graduation outfit, and each boy was supposed to fan the girl on his left throughout the evening. The boy on my right who stoically wielded my fan was Edward Begley. There were fifty-four pupils in the graduating class and there are very few of us left.

After that came the fun of participating in local talent shows of which there were many at that time. I remember the Thimble Club Daughter plays, put on annually and directed by Doris Whitehouse. I always had a part and the rehearsals were such fun, usually held at Edith Whitman's house on South Main Street, but the final and dress rehearsals were held on the Town Hall stage. For several years the Thimble Club Daughters put on very elegant Pop Concerts. The club owned many small tables for this purpose, and it was a pretty sight when the auditorium was filled with these tables covered with colorful cloths and the ladies of Middleboro, dressed in their best (and in those days it meant handsome hats as well) were seated four at a table. These, as did the plays, brought a generous sum into the treasury of the organization which was used in the club's welfare work, of which there was considerable need then before the government stepped in to help.

I remember taking part, usually as commentator, in the style shows put on by St. Luke's Hospital during the years Bertha L. DeLong was administrator. The gowns for the show were usually obtained from local shops, sometimes from New Bedford. These too were successful in raising money for St. Luke's Hospital. Great efforts went in to decorating the Town Hall stage for these affairs with spectacular results.

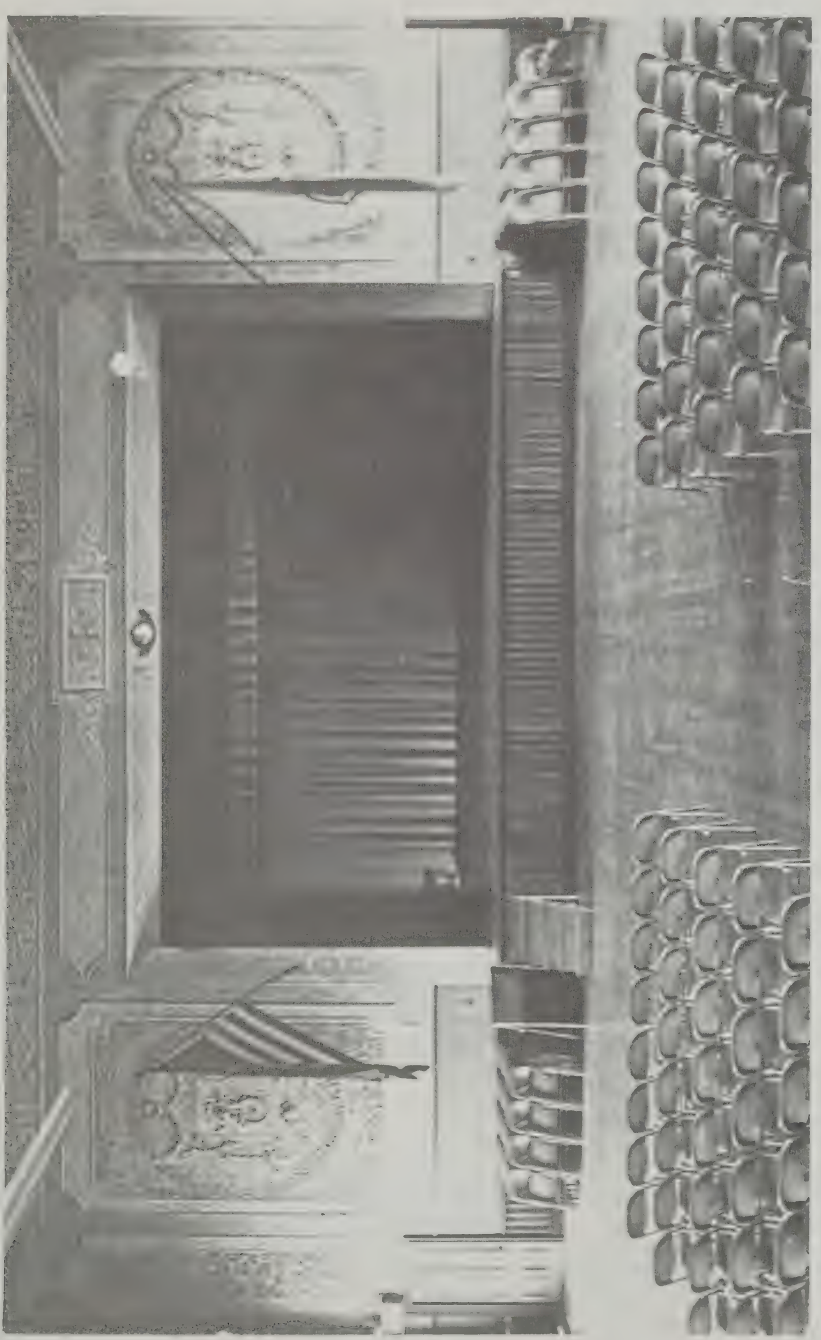
In 1909 there were Bachelor Balls, put on by a group of the elite young men of the town. I remember as leaders Burnett Anderson and Bert Flanders. After the club's demise, a group of equally elite young ladies organized themselves as Bachelor Maids and continued the balls.

The really high social event of the year was the annual Cabot Club Guest Night. In those days there were beautiful gowns and beautiful dancers. I remember Mr. and Mrs. Arthur Tripp as being especially graceful on the dance floor. There was always an entertainment first, followed by dancing. One year there was a woman lecturer who related her experiences climbing the Matterhorn. She went up and up and we thought she would never reach the peak, then we had to go all the way with her on the painful descent to the base of the mountain. Dancing was late that year.

One of my fondest memories goes back to the time when I was in grammar school and spent wintry Saturday mornings at the library room in the Town Hall. Just thinking about it I can still sense the cozy feeling of the deep snow outside, the sun pouring through those long high windows as I sat on one of the settees reading Elsie Dinsmore or The Five Little Peppers, and being so disappointed if the next volume in the series which I counted on reading, was out.

There have been many exhibitions of various kinds in the Town Hall but the last to be held there occurred two or three years ago when the Middleborough Historical Museum put on an excellent exhibit of quilts, beautiful quilts including the Centennial Quilt depicting scenes indigenous to Middleboro, which is now in the Middleborough Historical Museum.

Some of the happiest times of my life have occurred in the auditorium of the Town Hall. I for one would be very sad to see this beautiful hall defaced by offices [illegible] other such changes. May it be preserved for future generations to enjoy and appreciate the dignity and beauty that this building represents.



AUDITORIUM OF THE TOWN HALL
Bust of William Shakespeare over stage. Rare paper mache medalions on either side of stage.

### A memorial given by the citizens of Middleborough to the Defenders of Our Country

In a yellowed, torn and tattered newspaper article, "Special to the Times," printed the day before the dedication of the new Soldiers' and Sailors' monument on May 30, 1896, is given an excellent account of the memorial which has stood majestically on the Town Hall lawn these eighty-eight years. The article is illustrated with pictures of those who were responsible for the statue erected to perpetuate the memory of Middleboro soldiers and sailors who fell in the War of the Rebellion. One woman was among these, Miss Ella H. Stetson, daughter of Warren B. Stetson, a prominent member of E. W. Peirce Post 8, Grand Army of the Republic. She it was who was to unveil the monument during the ceremony of dedication. The men pictured were George Henry Shaw, Hon. Matthew H. Cushing, A. C. Howes, and Warren B. Stetson, all of whom played an important part in bringing plans for the Monument to a successful conclusion.

"Middleboro, May 29, 1896, Tomorrow the town of Middleboro will pay a fitting tribute to her brave sons who shed their blood and laid down their lives in defense of their country in her hour of greatest peril, by consecrating in their memory a stately shaft of granite which will testify the lasting gratitude of those who now enjoy peace bought by their noble sacrifice.

Over thirty years have elapsed since those who survived the fearful ordeal to take up again their civic life, their heroic deprivations have ever been a precious remembrance by Middleboro citizens, and now, on the day of all the year when tender, loving hands place flowers on the graves of fallen heroes over the land, Middleboro will dedicate, with appropriate ceremonies her handsome Soldiers' and Sailors' Monument.

Concerted action toward the erection of a suitable memorial was taken at a meeting of Post 8, G.A.R., in 1889, when acting upon a suggestion made by Comrade Warren B. Stetson, then commander of the Post. A motion by J. C. Sullivan resulted in the appointment of a committee to carry out the work and was organized as follows: J. C. Sullivan, Chairman; W. B. Stetson, secretary; G. H. Walker, treasurer; and S. Mindall and A. C. Howes. In October of the same year a call was issued by the commander asking the citizens to contribute funds toward the erection of a suitable memorial. Among the first to respond were Enoch Pratt, the Baltimore philanthropist and a native of Middleboro, Hon. Elijah A. Morse, and the Plympton Monument Association.

In February, 1889, by means of a fair held under the auspices of the committee in which they were ably assisted by a large part of the society's members, about $600 was added to the treasury. John N. Main and J. H. Shaw were added to the committee which was reorganized with A. C. Howes, Chairman, S. Mindall, treasurer, W. B. Stetson continuing as secretary.

In the spring of 1895, a citizen's committee, consisted of Joseph E. Beals, George W. Stetson, Rev. M. F. Johnson, Henry D. Smith, Hon. M. H. Cushing, S. S. Stetson, David G. Pratt, Rev. J. H. O'Neil, Rev. George W. Stearns, George Henry Shaw, Rev. Richard G. Woodbridge, Rev. W. F. Davis, and Andrew M. Wood. Having at that time about $3,000 in the bank, the committee secured designs from a large number of contractors, and from these selected the one submitted by David S. Surrey of Middleboro and W. T. Spargo of Quincy, which has now been placed in position on the town house green at a cost of $4,100.

The base and column of the monument are of Quincy and the statue of Westerly granite. The total weight is seventy tons, and the height from the base to the top is forty-one feet. The statue is a figure of a color bearer, ten feet and six inches in height to the top of the flag, and seven feet two inches to the top of the soldier's cap. On the frieze are inscribed the words, "Liberty, Loyalty, Union" in large raised letters, and on the die, which is of polished granite, is the following inscription:

To the Defenders of Our Country, 1861-1865

But a few persons have seen the monument as completed as it was veiled immediately after being placed in position, but those who have are unanimous in their verdict that the committee in charge have carried out their work in a laudable manner.

The dedication exercises are to be held Memorial Day by E. W. Peirce Post 8, G.A.R. The Standish Guards of Plymouth will attend and do escort duty for the veterans. Hon. M. H. Cushing has been selected as president of the day, and George H. Shaw is to serve as chief marshall of the parade. Ex-Governor John D. Long of Hingham will deliver the oration, and no pains have been spared by the committee to make the day an historic one in the annals of Middleboro. Besides the dedicatory service the G.A.R. will hold their customary Memorial Day exercises at the Central Cemetery."

Most of us, even though we may pass the Soldiers' and Sailors' monument every day, give little thought to its designers and to the thought and effort put forth by E. W. Peirce Post 8, G.A.R., and members of the committee. Having the monument thus brought especially to our attention may perhaps cause us to pause a bit and look at the memorial with a new awareness and appreciation. As Thomas Weston comments in his History of Middleboro, "The monument is a beautiful structure, and will stand to perpetuate the lives, the valor, and the sacrifice of Middleboro men in the War of the Rebellion."

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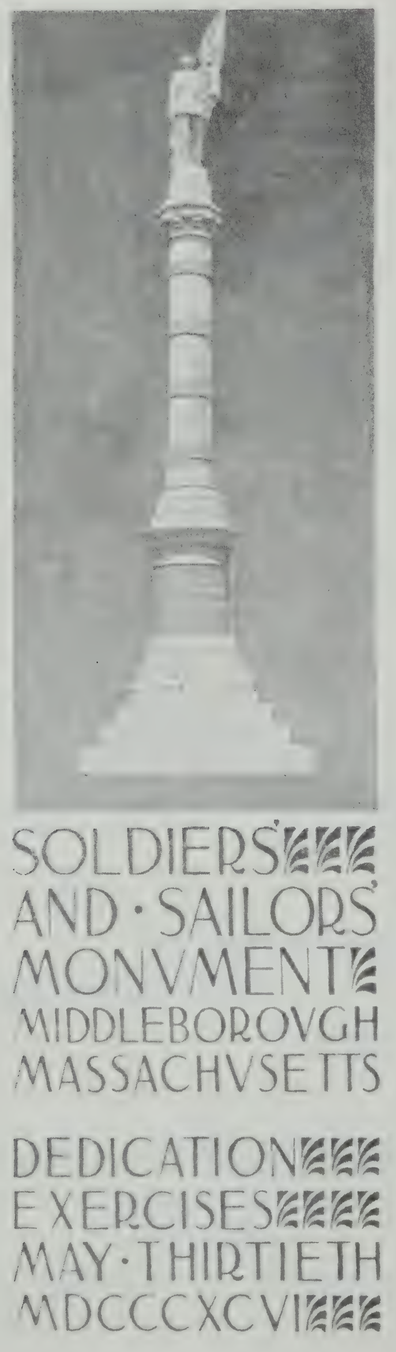

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AND · SAILORS'
MONVMENT
MIDDLEBOROVGH
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DEDICATION
EXERCISES
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**A complete program of the day is as follows:**

8:30 A.M. Post assembles at G.A.R. Hall

9 A.M. Accompanied by Middleboro Band, G.A.R. go to depot to escort Standish Guards to town house lot.

10 A.M. Procession starts from town house on the following line of march: to North Main, to Barrows, to School, to Center, to Oak, to Courtland, to South Main, to Monument. The parade will consist of three divisions, with G. H. Shaw as chief marshall. The first division, composed of Standish Guards, E. W. Peirce Post 8, G.A.R., T. B. Griffith Camp 22 S. of V.; Carriages containing guests of the day. The second division, A. E. Briggs, assistant marshall, will be made up of the teachers and children of the public schools, and the third, with chief C. D. Kingman in command, will include the Middleboro Fire Department.

10:45 A.M. Dedication exercises. Miss Ella H. Stetson will unveil the monument; music by Bay State Band; prayer by Rev. R. G. Woodbridge, chaplain of the day; music, medley of patriotic airs by a chorus of 100 school children under the direction of Mrs. Dora Leonard; address of presentation by Hon. M. H. Cushing, president of the day. Dedication services by E. W. Peirce Post 8, G.A.R., W. B. Shaw commander; music Old Glory, by chorus and audience; benediction, Rev. R. G. Woodbridge.

1 P.M. Dinner will be served to G.A.R., W.R.C., and S. of V. in G.A.R. hall, and in Grange hall to Standish Guards, firemen and invited guests.

2:30 P.M. G.A.R. and associate societies go to Central Cemetery to perform the sacred duties of decorating the graves of deceased comrades.

6:00 P.M. Supper.

7:30 P.M. G.A.R., W.R.C., and S. of V. march to town hall where the memorial address will be given by Comrade George S. Fox of Richard A. Pierce Post 190 of New Bedford.

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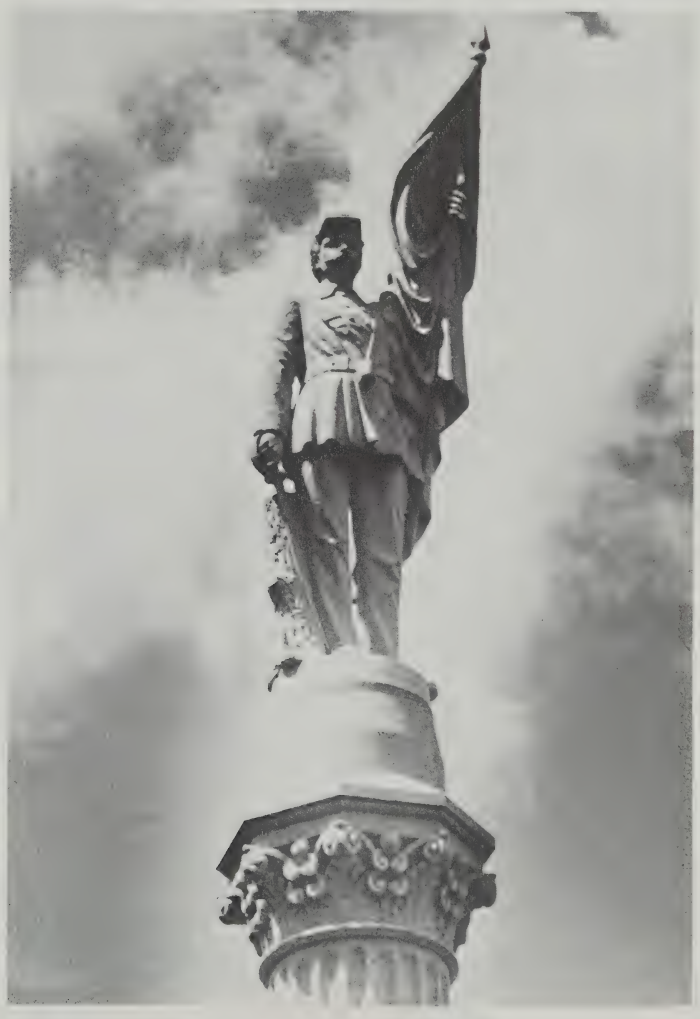
VOLUME XXIII NOVEMBER 1984 NUMBER 4

On the cover of the past two issues of the Middleborough Antiquarian have appeared pictures of the Middleborough Town Hall and the Soldiers and Sailors Monument. While both were excellent pictures of the Town Hall, neither one showed to full advantage the beauty of the monument. Mr. Clint Clark, who provided the other two pictures, has supplied the above picture which reveals in detail the splendid figure of the soldier and the intricate decorative work below.



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## THOMPSON STREET – 1900

by Aymar B. (Freeman) Gates.

*The author of this article, Mrs. Aymar B. (Freeman) Gates, is ninety-six years old and a lifelong resident of Thompson Street. She is still living in the Freeman homestead she mentions in the article.*

Beginning at the Halifax line, the first house on the corner of River Street was the home of the family of David Weatherby. A little further up the street on the opposite side, was a large old white house in very poor condition. One morning when there was deep snow, the passersby saw in its place a heap of smoking ruins. A little beyond was a small house known as the Edwards place. This was later demolished.

Across the street was the home of Mrs. Charity Atwood. Her daughter Maria and her son Harry lived with her. Harry had a small saw mill which he used a little in winter and early spring. This house and saw mill have also been torn down

On the corner of Plain St. were the ruins of an old house, which had been partly constructed of brick and was called the Harry Kimball place.

The old house on the left was the Harlow place owned by Charles Behlman. He had a butchering business and also did a thriving business with liquor for which he was caught and punished. After he moved away the place was sold and the buildings later demolished.

The next place was the well kept home of Clarence Porter and family. Across the street from him were two houses later destroyed by fire. One was owned by William Gilmore and the other by Austin Thompson. These farms were in the poultry business and had a few cows.

Next was the home of Lewis Thatcher and his wife, who were elderly people. There was a cellar a little south of their house where a large house once stood. It was built by Franklin Thompson, a brother of Mrs. Thatcher. Mr. Thompson was appointed Postmaster in Middleboro, and decided he wanted to be in the village, so he had the house moved in two pieces and re-assembled on the corner of Oak and Arch St., now the parking lot of St. Luke's Hospital.

The next house was always called the Venus Thompson home. It has had many owners. It was for some time owned by a couple named Fogg. The next house was for a long time the home of Joseph Carver and his family. Coming along to the next place was the home of Benjamin Thompson and living there with him was his daughter [illegible]ndana and his son, better known as "Franklin Ben." Opposite his house, was the house of Charles Coffin, where three generations of this family lived at one time.

Next Mr. Orien Deane's home, with the many buildings for poultry on both sides of the Street.

The Thompsonville School had pupils from River, Thompson and Precinct Street. The children from River St. were transported by Charles Coffin, who was fond of all the children. The teacher was Miss Mary Deane. She kept busy with all nine grades, with an average of twelve pupils in the school. Joining the school yard were the homes of Mr. and Mrs. Charles Hagen who lived there for many years. This house was built by Philander Bryant who lived there for many years. This house was built by Philander Bryant and not completed for a long time because of his sudden death. Daniel Warren had the next place. He was a city policeman, but gave up the work for farm life. After a few years, he decided it was not what he was fitted for.

The next farm was the Philander Thompson farm. He was trying to turn his place into a farm for raising small fruits and he had a good assortment of all kinds growing, but sudden death took him and his dream was never realized. His son did not succeed with the project and after a few years he gave it up and left. Mrs. Thompson sold the place and a few years later the house burned, and the other buildings wrecked.

Next on the west side of the street was the Freeman farm, where Andrew Freeman and his family lived with his aged father Samuel Freeman, better known as "Uncle Sam." Across the street was the neat cottage built in 1880 by Nathan Briggs, who only lived a few years. His niece, Lucy Fuller kept house and took care of him and he gave her the place where she lived until she was a very old lady.

The next house on the west side of Thompson Street was the Solomon Washburn place and after his death, his widow Henrietta lived with her son Fred. He lived there until after his mother's death and then he moved to town. The McIntosh family lived there until the place was sold.

The Cornish place was next with its two family house, Miss Mary Cornish occupying the north side and Charles and his wife and Alice the south side. They sold the farm to Alexander Harvey and he and his wife, son and family occupied the two apartments. After a few years, they decided farming was not for them and they went to a smaller place in Lakeville.

The house up the street where the brook crosses was one of the showplaces as well as the place beyond. The first was owned by Edward Thompson and it has had many owners since.

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXIII 1984 NUMBER 4
Mertie E. Romaine ........................................Editor

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The next farm was sold to George Eddy Standish and his son Arthur. Arthur kept cows and for a time had a milk route. He also kept a lot of poultry, and at one time his brother Fred was in company with him in the painting business and had a place on the corner of Fuller Street.

The last house on the street is scarcely visible from the highway. It is on the corner of Fuller Street and set well back in the field with pines and other trees to hide it. There is a long driveway to the street, with pines on each side. It was built by James Coombs and he and his wife and daughter Stella lived there until his death a few years later. The house was beautifully decorated inside with many of the walls decorated by hand painting, some rooms having stenciling as borders at the ceiling.

Some of the buildings on the street have been replaced and others built on different lots, so there are more homes now than in the year 1900.

## "A LOT OF WONDERFUL MEMORIES"

by
Clint Clark

So said "Al" Bissonnette, when we spoke of our old neighborhood on Courtland Street a few years ago.

We remembered how hard our mothers worked to keep their families in clean clothes; how they carried water heated in pails on the kitchen stove to washtubs and scrubbed the clothes on corrugated washboards. We remembered the pungent smell of yellow naptha soap on washdays.

After the clothes were scrubbed, they went through a hand-wringer, into a tub of cold rinse water, through the wringer again, then to the clothesline. We may not have recalled every detail of a chore our mothers knew so well, for there were many washdays in their lives.

Al recalled what a great day it was when they got a machine in which clothes were washed by turning a crank connected to rubber suction cups. I spoke of the time my mother got a secondhand Maytag electric washing machine... what a blessing it was, although she still had to heat water on the stove. We both remembered that the zinc washtub was also used for our Saturday night baths, [illegible] the kitchen, with the shades drawn and newspapers spread to keep the floor dry.

No one owned an electric refrigerator when we moved into the neighborhood in the early Twenties. Food was kept fresh in wooden chests which had a compartment for a block of ice, and a drip pan under it. We stopped taking ice in the winter and kept milk and butter on the windowsill in the pantry.

The outdoor privy either stood by itself behind the house, or was built into a woodshed. There were china chamberpots under the beds for nightime use in the winter.

We used kerosene lamps before we had our house wired for electric lights. There was one in a bracket on the kitchen wall, with a reflector to spread the light, and a parlor lamp with roses painted on the globe. We carried small kerosene lamps when we went upstairs to sleep in unheated bedrooms.

Marvelous it seemed at the time, our new lighting system, with wires fastened to walls and ceilings by porcelain cleats, would be condemned by building inspectors now.

However, being the first in our neighborhood to "get electricity," nearly all of the neighbors dropped in the day it was turned on, and had a great time switching the lights on and off.

We spoke of the days when everyone in the neighborhood had a garden, and kept a flock of hens, and how lawns were kept tidy with pusharound mowers. Springwound Victrolas and Gramophones, and the first battery operated radio sets also came to mind.

We mentioned the games were played in the driveway between our houses—"sticknife," "peggy," marbles, cowboys and Indians, building model airplanes and kites, and crystal sets, and making bows and arrows.

We estimated that there were about 20 boys living in the Courtland-Oak Street neighborhood. It was our recollection that, other than occasional brief feuds, we got along very well together.

In the last year of grammar school, and first of high school, I spent two summers working on Cape Cod. Other fellows took summer jobs around town, and when we got into our teens most of us had parttime jobs after school hours and on weekends. It was the beginning of the end of our days as closely knit neighborhood chums. As Al said, they left us with a lot of wonderful memories of a time unlike any other that would follow.

◆

## TWIGS & BRANCHES

of

Olde Middleborough

in

Plymouth County

Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*

*Certified Genealogist*

Titicut is an old community still on the record books of towns and areas in Plymouth County, Massachusetts. Actually it is a region within the bounds of the town of Middleborough ...it is no longer an independent town but still a section to be considered when checking Massachusetts history in the Plymouth County area.

Located in the northwest section of Middleborough the area was originally an Indian Reservation. The earliest known map of the Titicut land is a map on file at the Massachusetts State Archives and is recorded in volume 113 page 653. Dated 30 March 1724 and is recorded as follows:

"First we begun next to Middleborough at a great horn pine on yon bank of the Ketiticut River thence ranging south sixteen degrees, west about three miles to a heap of stones and a stake on a plain, thence fourty nine degrees west to an old white oak at Baiting brook thence north about three degrees and a half westerly about three miles to a heap of stones near Trout Brook, thence the said brook to be the bounds to run to Ketiticut River."

Like most of the early land records, boundaries are vaguely defined and refer to trees and piled-up stones. These vague boundary markers frequently were the basis of controversy and dispute over the location of a certain portion of land or the buildings and exactly where located.

In 1853 the southern portion of the Indian reservation between Poquoy (Trout) Brook and Baiting Brook was included with the sixteen shilling purchase and incorporated under the name of Lakeville. Some small sections of the original tract along the southeastern boundaries were sold by the Indians.

The southern boundary is located at the point where the boundaries of Middleboro, Lakeville and Taunton meet ..at a point on the Poquoy Brook just east of Vernon Street. The line is northeast to an oak tree on the south side of Center Street, 30 rods west of Pleasant Street; then east by another oak tree to what was known as the old English line. This makes for a very vague description of the existing boundaries.

According to 1855 maps, this eastern boundary would seem to be just south of, and including, the Purchade Cemetery located on Plymouth Street. From this point the boundary line swings north to the Taunton River meeting at a point east of the Titicut Street or Alden's Bridge and west of where the Nemasket River and Purchade Brook empty into the Taunton River.

Settlers in this area known as Titicut were Elizabeth Poole and her associates. She was the daughter of Sir William Poole, a knight of Colcombe in Devon England. Those who settled here at this time were Elizabeth's brother, William Poole, John Gilbert, Sr., Henry Andrews, John Strong, John Dean, Walter Dean and Edward Case. The following year (1638) these men were made Freemen in Plymouth Colony.

The meaning of the word "Titicut" is "the principal river" and this refers to the Taunton River which is the main drainage canal for the area. Spelling varies in the early records but the spelling most commonly used is the one which we are using, that is, Titicut.

The old fort was built by the Indians on their Titicut reservation on what has come to be known as Fort Hill. The fort had two doors, one next to the river and the other on the opposite side.

Today you more frequently hear the region called North Middleboro although it is still official on the records as Titicut Parish. The North Middleboro Congregational Church is governed by Titicut Parish and also has its own jurisdiction over certain phases of its operation.

The cemetery located beside the Church was donated by three praying Indians...James Thomas, Job Ahanton and Stephen David. The land consisted of 38 acres and included the site of the Pratt Free School, the parsonage, the Training Green and the Cemetery.

A monument to the three Indians is in the cemetery. The early members of the church came from nearby, including Bridgewater.

Massachusetts Correctional Institution is still frequently referred to as Titicut Farm. The railroad station in the area was also known as the Titicut Station. The postoffice established in 1821 was officially the North Middleboro post office but it was locally known as the Titicut office.

Much of the history of North Middleboro is to be found in the history of Titicut and even today many of the oldtimers still make reference to Titicut when speaking of historical incidents regarding Middleboro.

## TO ENJOY GROWING OLDER

by Alfred Lentini, M D.

Life is what you make it seems to be an accepted truism. This presupposes that you are the macho person in control. Yes, but we all answer to different music or travel different roads and maybe with different skills. The goals vary but we move, feel and think we must as it is our nature. To enjoy growing older and maturing one must make an art of living. We know of many people who are having fun and have been "that a way" for years. Is it their philosophy or do they have a scheme? They snatch happiness where others get only pain. Can they have goals which bring joy or do they have changing ways, schemes and plans like the weather?

I do believe that the happier ones do change their goal like the weather and in doing so avoid boredom; but we must understand that basically even in early youth goals must be within reach or attainable to become happy. Do we have to be a good looking, pretty female or a handsome six-foot male? These physical attributes are helpful but they are not the complete answer. One must have the right attitude, be friendly, and able to converse in [illegible] happy, carefree manner. All these are some personality attributes that may help if one has the charming manner to use them at the first encounter or you may never get another chance.

People today are searching, looking for a measure of joy or happiness. They are hungry for attention, warmth and entertainment on their terms, free from embarrassment of any kind and they will respond. You want friendship, make an art of it, make it a joy to the person and to yourself and like charity, it helps both.

Happiness is a complex state of mind involving peace, beauty and harmony. Like music, when you touch the right note or chord you get a response. You see an immediate smiling, but you must follow up with the same music. Where you go is important. At dinners, celebrations, night clubs and dances one usually may find a partner with the same hobbies and interests—that may be binding at least for a while. The fewer interests, hobbies and activities, the less interesting you are, and the opposite is also true.

To enjoy growing older one does not give up interests, you just keep adding and varying the MIX so you are more appealing. You can talk with real fun and listen with a smile as you get more miles and more fun out of every day. You must grow spiritually to enjoy growing older. If you can add to any chit-chat express yourself, but intelligently. We all avoid the kind who add nothing as they know only that.

At all functions there is so much to take in with a smile. The incongruous always strike me but I try to keep a poker face. The tall, skinny, short, fat couple or the two very fat ones or the two short skinny ones, or the couple that is always spilling their drinks, or the ones always haggling, etc. To be desired is to be noticed, but never broach the subject unless it is thrust upon you.

You must see humor in everything and smile, not laugh. One must see beauty in human form and expression and deeply enjoy people and you will enjoy every week of getting older and with gladness.

Being older you are supposedly more mature which means you don't over-drink, over-eat, and you don't throw your age experience around. One must merit a happier older age by giving, sharing, and overlooking the inexperience of the younger people because: to participate in the joys of any function is a must.

To enjoy growing old you must sing as loud as the crowd, you must dance along with the others, but if you don't really get a kick out of it, if it doesn't warm your heart, you will get tired quickly. One must feel the joy of dancing, skating and mixing in. Have the right kind word on any meeting and you will not get tired, your battery will be charged only if you make your new friend happy and peaceful.

To be reinvited to be asked to come, to be asked to partake and to be asked to dance—these are the signs that you are OK, and that growing older is happier and that all your sincere effort has come to fruition for God's blessings will continue.

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The printers of the program modestly draw attention to their part in the project as printers of the program, "Ye Make-up of This Booke was done in ye Greate Steam Booke and Job Printing Houfe of HARLOW & THATCHER, who doe their work over ye Machine Shop of Elisha (whose furname is Jenks) fituated due East from ye Hall in ye Towne of Middleborough."

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Two pages are devoted to advice to the concert goers:

> All olde men and wimmin 5 score years old and upwards will be admitted free and all younge folks less than six months olde will be excluded unless they help make up ye chorus.
>
> All ye goode fathers and mothers who want to bring their boys and girls to ye Greate Concerte must teach them at home before comeing that it is unseemlie to speak loud in meetings.
>
> All ye people who know they snore when they sleep, beware of ye rod of ye Tithing Man.
>
> All ye menn and wimmin will be suffered to sit together and Parson Werneke will have a front seat in ye galleries. Here he will observe ye actions of ye younge menn and maidens. Undue levity and sparking will be mentioned from ye pulpit on ye coming Sabbath.
>
> Should ye weather permit, ye goode people who attend Ye Greate Concerte may wear their linen coats trimmed with fur and their straw hats with ear lappets.

To conclude this Old Tyme Progamme, Polly Cotton has a word to say:

### POLLY COTTON'S EXPERIENCE

I have lived in Middleboro all my life. My father lived here, and my grandfather, and my grandfather's father. Who has a better right to speak a good word for it?

I am sixty-five years old, and I never see anything agin the place or the people—that is, to speak of. The folks here is all humane and humane natur, I spose, is the same here as anywhere. I don't undertake to prove the Middleboro folks is perfect, but they're about as near perfection here as in Boston, and maybe a leetle more so. At any rate, I never had my pocket book stolen at the Four Corners, and I have on Washington Street.

We've a town hall, and churches, and a cemetery, and a town hall, and school houses (we're going to have another) and, well, a town hall, and an academy and a town hall. I don't know but what I mentioned the town hall. It is quite a frequent topic of conversation. There are some people who find fault with it, but on the whole we are very proud of it. At any rate, the tax payers don't seem to say much agin it, so I guess it's all right.

It has under its roof about as great a variety as a grab-bag. Last, but not least, once a week it has the You Ladies' Home Mission Society "a very energetic set of females of varied capacity," so they say. I don't belong. I only say what I've heard. There are a few mails who belong to it, but they only appear, as a general thing, on extraordinary occasions.

There is a newspaper published in Middleboro every week which reads "Middleboro" or "Wareham," either of which places you happen to be in. Its adaptability, in this respect, is quite remarkable.

Middleboro also has a band, which delights the ears of all the citizens—when it plays.

I know some old folks say that the young people of the present tyme are degenerate and not equal to those of the old tyme. I should like to know if Middleboro ever had a prettier or a smarter set of gals than it has now. To be sure, the number of old bachelors might seem to refute this. That's rather a knot in the question, but wherever there is a yes there is a chance for a no, and wherever there is an affirmative there is a not. I suppose they could never agree together as to the knots.

Some six years ago we had a Centennial Celebration. We had a possession decomposed of invited guests, and people in old-fasioned close; an then there was a dinner in a tent, which leaked in the rain, but the people Middleboro, all having the constitution of the Unit States, did not mind it.

There was a long oration by Honored Thomas Russell which was prodigious! He seamed fully to depreciate the Middleboro people. He told of a Mrs. Mercy Bennett that after the great snow of 1717, she being eighteen years old, walked thirteen miles to Plymouth and back, that she might attend "meetin' on the Lord's Day." This excellent woman lived to be a century old. I suppose the girls now-a-days might walk as far as that to meetin' if they couldn't get there any other way, and if meetin'-houses didn't come so frequent put, or if they might be sure of living a cnetury if they did.

Mr. John Eddy told us of another woman who was brought before the Governor for having travelled from Plymouth to Boston on the Lord's Day I suppose she couldn't prove she was a-goin' to meetin'. I wonder how many folks would have to be brought before Governor Gaston on that principal, now!

There used to be various relicts in the town, but they are mostly made over new. There was the old Morton House. Folks wagons had grown so wide they couldn't get by it so it had to be pulled down. I never see a jam up that part of the town, but I suppose the County Commissioners had, or they wouldn't a-thought it necessary to widen the road.

We had another relict in the shape of an old town hall. Strangers used to ask if it warn't a Quaker meetin'-house. It was more aboriginal in its shape than the new one. But I don't think anyone misses this relict much.

There is a rock near the Nemasket River a short distance from the new town hall. By the way, I mentioned that hall, didn't I? As I was saying, a rock near by, which is called the Great Rock, and is always spoken of in tones of the greatest respect; and it has even been honored by having a street named for it. I presume the commiserationers would have this moved away, but they have not seen it. It doesn't show much, unless you get near it. It is unlike most great rocks generally, in this respect. But whether great or not, we Middleboro people like it, and trust that it will stay where it was placed for some time yet. East of this, about a quarter of a mile, is the Indian Rock, on which an Indian has left his foot print.

Footprint which perhaps another
Sailing o'er—what is it?-
Seeing, shall take heart again.

Yes, why not take heart again to think they are gone, and that there is nothing left of them but a footprint! For although it might be very convenient to have one or two accomodatin' specimens for Antiquarian Suppers and Old Folks' Concerts, we would rather have things our own way than have to defer everything to Tispaquin, the sachem, at the risk of being scalped.

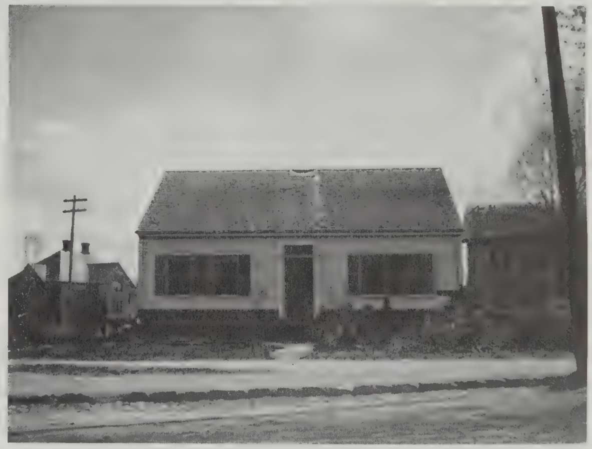
Middleboro used to include Lakeville, but for some reason or other the latter chose to be divorced. She couldn't move away, fortunately, and so we must live together jographically. So we swear "to love, honor, and cherish," but at the same time to "pay no bills of her contracting." Not so bad after all.

Middleboro is the hub of southeastern Massachusetts, and sends out her railroads, like spouses, in every direction. At least it is a hub to us, and we don't see how the people on the Cape can bear to live so "far off."

But tyme passes, and I must close, for my close must be got fixed for the Concert. I have got to be Aunty Quarian, an' I don't want to be left behind.

Very happy to meet you at the Town Hall, April 14th. By the way, did I mention that we had a new Town Hall?

Mary Morrison.



**Corner of Center and Union Streets**
**Present site of the Church of Our Savior**
Picture gift of Mrs. George R. Shaw

This cozy cottage once stood at the corner of Union and Center Streets. In 1898 it was moved to Coombs Street to clear the lot for the erection of the Church of Our Savior. On the left can be seen the old Bates School which stood behind the Town Hall and burned September 20, 1954, and on the right is a glimpse of the wooden school building on Union Street which was replaced by a modern school in 1938

## ALGER PAPER BOX COMPANY

The factory building at the Alger Paper Box Company was originally a part of the Bay State Straw Works on Courtland Street. When the Straw Works closed in 1898, much of the machinery was sold as old iron, but the buildings were purchased in 1901 by John A. Miller, a resident of South Main Street, Middleboro. He converted some of the buildings into dwelling houses, but a part of the main structure was utilized by the Alger Paper Box Company for a new factory. At this time a street was cut through from Oak Street to Court End Avenue and named Alden Street, presumably in honor of Albert Alden who owned the Bay State Straw Works from 1858 to 1898 and made it one of the largest industries in Middleboro and an important contribution to the economy of the town.

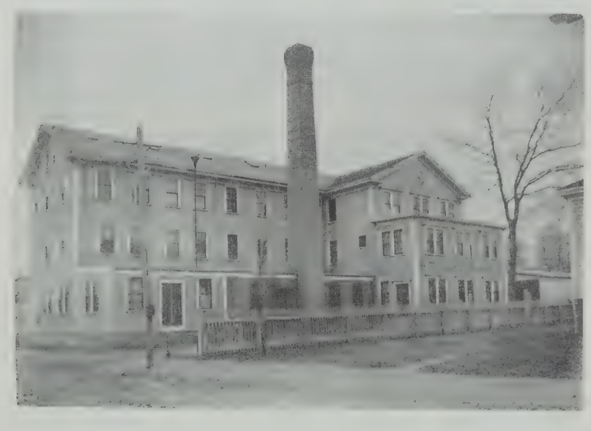
The Alger firm consisted of several members of the Alger family, including at various times Arthur, Joseph, Fred, Cyrus, and Walter Alger. In 1912, the firm incorporated with Warren A. Reed, president; Joseph Alger, treasurer; Fred Alger of Middleboro, a director. The firm manufactured candy boxes and shoe cartons, as well as other light weight cardboard containers.

The pictures accompanying this article were taken about 1910, but along with other Middleboro industries, the Alger Paper Box Company reached a peak of production in 1906. It was employing one hundred workers and was rushed to the capacity of its plant. Prosperity at that time in all the various factories in Middleboro caused a shortage of housing, and during the year 1906 fifty houses were constructed and occupied immediately.

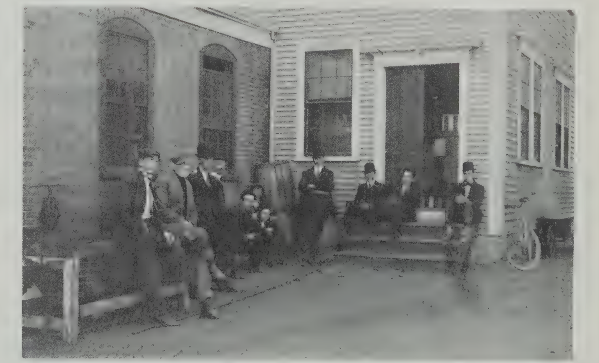
During the First World War, Middleboro acquitted itself nobly by going over the top on almost every Liberty Loan Drive. At the request of the director of the Massachusetts National War Savings Committee, each employer was asked to present every employee with a thrift book with one twenty-five cent stamp affixed in the book. The Alger Paper Box Company was the first local manufacturer to follow the request.

Disaster came to the firm on the evening of April 19, 1928, when the factory was completely destroyed by fire with a loss of $100,000. It was one of the most spectacular fires in the experience of Middleboro, flames could be seen for miles. An alarm was sounded at 11:30 P.M. When the firemen arrived the whole structure was ablaze. Efforts were directed toward protecting nearby houses from flying embers and the blistering heat. The small grocery store of Leon Allen across Alden Street was quickly consumed by the flames. A high wind carried embers as far away as South Main Street where the house on the corner of South Main and Mayflower Avenue was set afire. One woman living on Court End Avenue gathered the family silver and sat on the front steps with it in her lap, ready to flee. It is a great credit to the Middleboro Fire Department that the entire block bounded by Alden, Court End Avenue, South Main and Courtland Streets did not go up in flames.

The Alger firm had branch factories in Brockton an Gardner, Maine, and after the fire, they transferred their business to those two factories. The firm's decision not to re-establish the business in Middleboro deprived many local residents of employment.



**Alger Paper Box Factory**
**Alden Street**
Picture gift of the late Leo Caron



**Workers at the Alger Paper Box Company**
**Two groups of four men**
**Picture gift of Mrs. Irene (Perkins) Huster**

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Glen Perkins
Pat Canovan
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## THE RESCUE OF TISQUANTUM ALONG THE NEMASKET–PLYMOUTH PATH

### by Maurice Robbins

The Middleborough Historical Museum was recently the recipient of a fascinating treatise by Mr. Robbins about the Indians in and about Middleboro at the time the Pilgrims arrived in Plymouth. Mr. Robbins is a well-known authority on Indian lore and has been for several years state archeologist. He did important Indian diggings in the section of Middleboro known as Wappanucket and uncovered the remains of Indian villages and many invaluable Indian artifacts.

The Nemasket Plymouth Path wanders in and out of the forest from Court Street in the center of Plymouth to the wading place in the eastern part of Middleboro. The section called Nemasket, the ancient village where the Indians lived was thought by Mr. Robbins to be near Chestnut Street in Middleboro. In more recent times the section by thes Nemasket River and Oliver Mill Park is known as Nemasket.

When the Mayflower arrived in Cape Cod Bay and dropped anchor in Provincetown Harbor, the Indians were well aware of its presence and watched every move. These were not merely fishermen because there were women and children among them, and they gave evidence of searching for a suitable location to build a village. After the "First Encounter" at Eastham, this news was quickly reported to the sachem, Ousamequin. Some wanted to kill the strangers before they obtained a foothold on the land. Others thought it better to make them allies. Finally Samoset was sent to make contact with the newcomers and made the arrangements that resulted in the visit by Massasoit and the signing of a treaty that lasted for some forty years.

Mr. Robbins throws new light on the character of the Indian Squanto, generally pictured as a friend to the white man. In his youth Squanto was kidnapped and taken to England. Captain John Smith returned Squanto to his native land, Pawtuxet now Plymouth. In 1614, Squanto is said to have been kidnapped again and taken to Spain where he was sold as a slave.

Squanto, also known as Tisquantum, was rescued and sent to England, where he lived with a John Staine of the Newfoundland Company and who sent Squanto on a mission to Newfoundland. Captain Thomas Dermer returned Squanto to England and from there he went once again to his native Pawtuxet. Arriving there, he found a disease had ravished his people and the town was abandoned.

Squanto took up residence at Nemasket and was there when the Pilgrims landed in Plymouth in 1620. This sophisticated, much traveled Indian is usually depicted as a loyal friend to the white man, but there is some reason to doubt his loyalty and sincerity and suspect he lived among the white men as a spy. Mr. Robbins surmises that Squanto was an opportunist and was interested in furthering his own career. However,s he was indeed useful as an interpreter and was always welcome at Plymouth. A power struggle broke out among the Indians and an expeditionary force, led by Captain Standish, was sent to put down the uprising. At midnight, in pouring rain, the company of white men proceeded along the Plimouth Path. The people of Nemasket were quietly sleeping. Suddenly the door burst open to admit a crowd of armed men shouting commands in a completely foreign language. In the pandemonium some Indians escaped and were fired upon. At last Tisquantum arrived to the frightened Indians what the Englishmen were trying to do. Standish and his army returned along the Plimouth Path to Plymouth taking with them three wounded Indians who were treated by Dr. Samuel Fuller.

There is an excellent map of the Nemasket region, clearly tracing both the upper and lower Nemasket Path, with detailed directions if one wishes to follow the paths This booklet clears up many questions about these ea[illegible] residents of Plymouth and Middleboro. "The Rescue of Tisquantum Along the Nemasket-Plymouth Path" can be obtained from the Middleborough Historical Museum at $2.50 per copy.

### A New Look

Readers may have noticed that the Middleborough Antiquarian is appearing on quite a different type of paper than has been used. In the twenty-five years of the Antiquarian's existence a glossy, coated paper has been employed. Mr. Sullwold, publisher of the magazine, has for several years put aside an ample stock of this paper so that it might be available for the Antiquarian and at a reasonable price, since the price of paper has escalated in the past few years. Last spring Mr. Sullwold had the misfortune to lose all his paper stock when the warehouse was flooded in one of the spring storms.

Mr. Sullwold spent considerable time in attempting to locate a paper that would be suitable and within a reasonable price range for the Antiquarian. He found the paper on which the magazine is now printed and we think, with its soft, attractive finish, it is most appropriate for an historical publication such as The Middleborou[illegible] Antiquarian.

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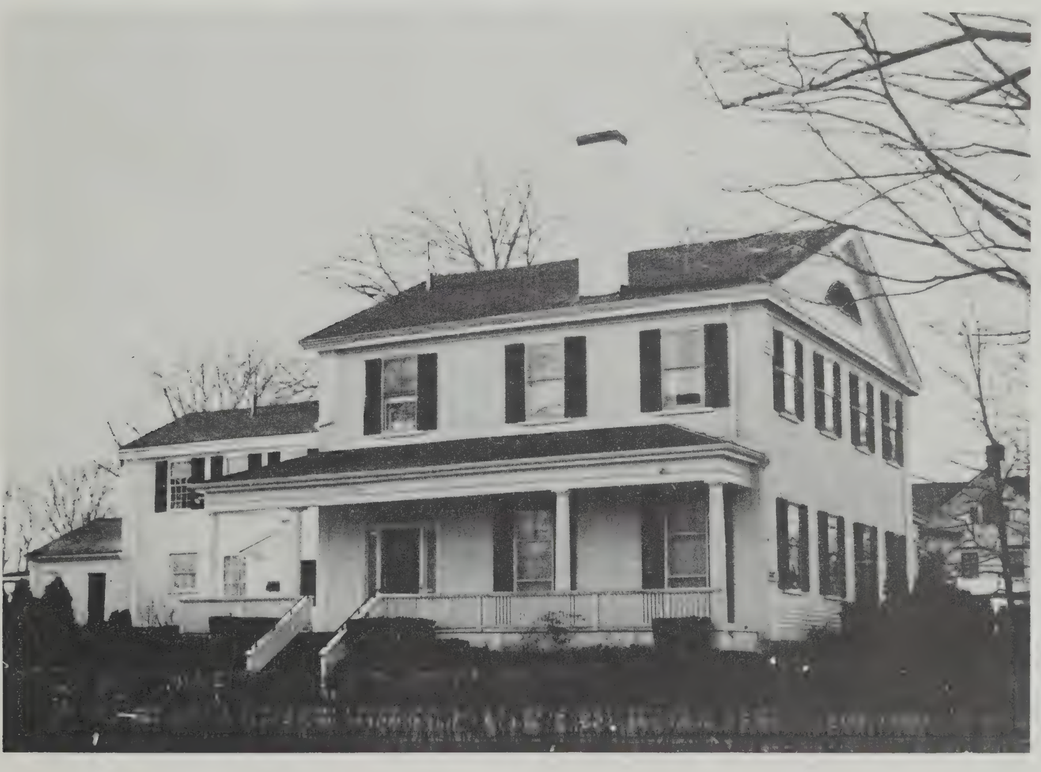

Photograph by Clint Clark

**THE PHILANDER WASHBURN HOUSE**
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## THE PHILANDER WASHBURN HOUSE

Since the early 1800's this handsome house on the corner of South Main and Webster Streets has been known to townspeople as the Thatcher residence, because since that time until 1946 the house was occupied by members of the Thatcher family. In the late 1800's, Levi P. Thatcher moved from his home on the opposite side of South Main Street where he and his family had lived since 1831. This was known as the Thatcher homestead, but after Levi Thatcher purchased the Philander Washburn house, was remodeled into a business block, now occupied by a travel agency and three other stores. Levi Thatcher lived in the Philander Washburn house with his wife, Sarah Darrow Thatcher, and later his son Henry brought up his family there. After Henry L. Thatcher's death, the huge barn on the place was sold and torn down. The house was then used as a funeral home, and has been used for that purpose ever since under various ownerships.

Hon. Philander Washburn built the house about 1832. He was an extensive property owner, donating in 1842 the land on the opposite corner for a chapel and church for the Central Congregational Society, and also donating land for the new town hall, dedicated in 1873. This also included the land now used for a parking lot. When the Federal Government was looking for a location for a new post office, they made inquiries about the town hall parking lot, but in the deed given by Mr. Washburn when he conveyed the parcel of land to the town, he stipulated he wished no other building ever to be located on the site.

Mr. Washburn had been in partnership with his father, Hon. Abiel Washburn, in their business of making shovels and hammers at the iron works on the Muttock dam. Hon. Abiel Washburn was considered the wealthiest citizen and largest tax payer in Middleboro. The family lived on the spacious Washburn farm at Muttock, with its handsome house, now the property of KOA Campground.

At that time, Muttock was the center of the business community of Middleboro. As more and more businesses were located at the "Upper Factory," or the "Four Corners," Philander's interest shifted from the Muttock area to the Four Corners. He opened a store on South Main Street, but after his father's death in 1843 he sold his interest and the new owners, Sampson & King, enlarged the store, added another story, and the building became "American Hall."

Hon. Philander Washburn became a state senator in 1848. By this time there were several stores and businesses at the Four Corners.

Mr. Washburn became an influential citizen of Middleboro. It was in large part due to his influence that Middleboro was not by-passed when in 1843 the new railroad was built.

There seems to be little recorded of Mr. Washburn's personal life. His son, the Rev. George H. Washburn, D.D., was president of Robert College in Constantinople. The Middleborough Gazette and Old Colony Advertiser of October 3, 1868, carried this marriage announcement:

> In Middleboro, on Tuesday, 15th inst., by the Rev. John C. Stone, D.D., of Cambridge, Rev. Charles R. Brainard, Rector of Christ Church, Quincy, and Elizabeth Holmes, daughter of Hon. Philander Washburn of Middleboro.

Now, in February, 1985, the Middleborough Gas and Electric Department has purchased the Philander Washburn house for its official headquarters, a new venture for the 130-years-plus old home. The Department hopes to make no changes that will detract from the beauty and historical significance of the house, only to preserve a bit of Middleboro history.

### TOM THUMB CARRIAGE FOR THE MUSEUM

**The Middleborough Historical Museum has been given the opportunity to acquire an original Tom Thumb carriage from a Massachusetts collector. Museum Director Joan Ashley reports this museum piece is available for a consideration of $2,500, and that restoration is possible. A special subscription of $100.00 is being requested to fund this important acquisition and restoration. Donations or inquiries may be addressed to Treasurer Edmund M. Pratt, P.O. Box 625, Middleboro, MA. 02346.**

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXIV 1985 NUMBER 1
Mertie E. Romaine ........................................ Editor

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## *"MERTIE ROMAINE DAY"*

by Robert M. Beals
President, Middleborough Historical Association

January 23, 1985 will long be remembered by Middleborough's honored author-Historian, and many others, who gathered to celebrate her 92nd birthday. The activities in her honor were co-sponsored by the Friends of the Town Hall and the Middleborough Historical Association, in cooperation with the Plymouth County Development Council. It was the first event in celebration of Plymouth County's 300th Anniversary which is being observed all during 1985. Joseph Freitas, Jr., who coordinated the celebrations, deserves high praise for the excellent job that he did. It was a great pleasure and privilege for me to have been included among those who worked with Joe to make it a big success.

The Selectmen of the Town of Middleborough proclaimed the day in honor of Mrs. Romaine. The afternoon open house was held at the public library, where she held the position of Chief Librarian for 42 years, actually serving the town there from 1921 to 1963. Continental Cablevision taped the program for future use and viewing.

Robert Saquett, President of the Middleborough Area Chamber of Commerce, presided, and introduced many people who paid honor to Mrs. Romaine. Among those who spoke were, Jack Conway and Brooks Kelly, representing the Plymouth County Development Council. Joseph Freitas, representing the Friends of the Town Hall, thanked Mrs. Romaine for devoting several issues of the "Antiquarian" to the history of the Town Hall. Plymouth County Commissioner Matthew Striggles also brought greetings, as did Middleborough Selectman M. Victor Sylvia. Others participating were Town Manager Anders Martenson Jr., President of the Library Trustees Thomas Weston, and, —as President, I brought greetings from the Middleborough Historical Association. Jack Dunfey, Manager of the Gas & Electric Light Department, and Fire Chief Joseph Oliver, paid tribute to her from their departments. Mrs. Romaine's father, the late George A. Philbrook, was employed by the Gas & Electric Light Department from 1894 until 1945, and as Superintendent & General Manager for 43 of those years. He was also a member of the Fire Department for 36 years, and Chief from 1929 to 1937.

Following the ceremonies in the lobby of the library, Mrs. Romaine received a steady flow of townspeople in the High School Room,—who came to extend congratulations, and to purchase volumes of her Town History and "General Tom Thumb and his Lady" which she graciously autographed. Refreshments were served by the library trustees.

The evening event in honor of Mrs. Romaine was held at the Burkland School Musicorium, and I was deeply honored to be asked to preside. The first speaker to bring greetings was Joseph Freitas, Jr., who represented the Friends of the Town Hall. He spoke on plans to use the Town Hall as a civic center and offer Citizens Courses there that were popular many years ago. Moushah Krikorian read the official proclamation of "Mertie Romaine Day" from the Board of Selectmen. Karen Pacheco from Congressman Joseph Moakley's office was introduced. She read letters of congratulations from the Congressman and Senator John Kerry, and also presented Mrs. Romaine with an American flag that had flown over the United States Capitol.

PRESIDENTIAL GREETINGS—Local historian Mertie E. Romaine, left, receives special birthday wishes on her recent 92nd birthday from President and Mrs. Ronald Reagan, presented by Karen Pacheco of Congressman Joseph Moakley's office in Taunton. (Gazette Photo by Charlie Perry).

Representative Charles Decas presented her with citations from Governor Michael S. Dukakis, Secretary of State Michael Connolly, and the House of Representatives. Senator Ned Kirby presented a citation from the State Senate.

Elinor Trainor, representing the Central Congregational Church, praised Mrs. Roaine for her 83 years of membership in the church, and noted that she had compiled a history of the church for its 100th Anniversary in 1947. Joseph Riley, Vice President of St. Luke's Hospital, read a letter of commendation from Administrator Peter Brown; and Edward Pratt, representing the Mayflower Cooperative Bank, spoke of her dedication to the town, and presented her with a gift of red roses.

It was a pleasure to present Mrs. Romaine with a gift on behalf of the Middleborough Historical Association. I spoke briefly of the friendship that my family had with her for many years, and the fact that we were neighbors during my "growing up" years. I reminded her of the time when several of us children decided to use her outside rotating clothes dryer as a "merry-go-round," and consequently broke it. I was "elected" to inform her of what we had done, and I found her to be as kind and gracious a lady as she is now.

Mrs. Romaine was presented with a huge birthday cake, 36" x 36", that was baked by Doris Bannerman. Decorations on the cake included "sketches" of the Historical Museum, Law Office, Town Hall, her home–the "Weathercock House," and an actual picture of her as a young girl. Thomas Weston led the group in singing Happy Birthday.

Mrs. Romaine was then introduced to a standing ovation. She said she remembered the Citizens Courses in the Town Hall, that highlighted top notch programs, such as members of the Boston Symphony and Opera Company. She also said she well remembered when North Main Street was "more scenic than it is now," and told of the Jenks estate with its sunken gardens. Where the library now stands was a squash garden. She also spoke of her years at the library,–that she had been hired as a substitute in 1921 for two weeks, and stayed for 42 years. After her retirement from the library, she was concerned about what to do with her spare time, and it was then that the selectmen asked her to write the second volume of the town's history in preparation for its 300th Anniversary in 1969.

Mrs. Romaine then told us that the late Lawrence B. Romaine, established the Middleborough Historical Museum on Jackson Street in 1960, and she became its first Director. After Mr. Romaine's death in 1967, she resigned, but later accepted the position of Director of Acquisitions,–which she continues to hold. She also serves as Editor of the "Antiquarian,"–the publication of the Middleborough Historical Association. She maintains an outstanding quality of achievement with this publication, and provides us with a wealth of information on the history of the town.

Mrs. Romaine also spoke about Middleborough's "little people," and how she eventually came to write the book, "General Tom Thumb and his Lady." Because of the museum's extensive Tom Thumb collection, and the fact that people were looking for reading material about them,–she felt that a pamphlet on these little people would be of interest. When she started to compile the information that she had collected over the years, she found that she had enough material to write the book. She concluded by thanking everyone for making her 92nd birthday such a memorable occasion.

The birthday celebration then adjourned to the lobby of the school for an hour of fellowship and refreshments. Birthday cards made by the pupils adorned the walls, and a computerized greeting was highlighted in the musicorium. The display case in the lobby featured memorabilia and a photo taken when Mrs. Romaine was 5 years old.

And so,–the Mertie Romaine Day came to an end, but, in our memories it will live on.

I cannot conclude this without saying, "Thanks again, Mertie Romaine, for what you have done for all of us, and may God bless you and keep you with us for many years to come."

A spring sunset at the Schobel Farm, East Grove Stre
Photograph by Clint Clark.

# TWIGS & BRANCHES
of
Olde Middleborough
in
Plymouth County
Massachusetts

by

*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

The town of Middleborough in the county of Plymouth in Massachusetts was incorporated as a town in 1669. When the Pilgrims arrived in 1620 and settled at Plymouth, the area was considered as a part of Plymouth and was occupied by a tribe of Indians known as the Nemasket. The area was only fifteen miles from Plymouth and located about half way to the territory that was known as Taunton. The whites settled in large numbers in the area. There were some fifteen to twenty thousand Indians living in the area and principally in what was later Middleborough. This section remained as part of Plymouth for some fifteen years and sons and grandsons of Mayflower passengers were among those who became residents of the area.

Most of the early records of the area were destroyed during the French and Indian Wars and no extensive record is to be found listing all of the first settlers. Accordingly we do not have a so-called first settlers' list of residents except for the partial naming of families which appears in the various church, military, and land purchasers lists. The size of the Middleborough area was extensive and included the land in Taunton, Halifax, Titicut and the Bridgewaters.

In 1790 we have the first census records and the records were continued in and published every ten years. Up until 1850 only the head of a household was listed and all others residing within that particular household were grouped in age brackets according to sex. In 1850 each individual was named and his or her age stated. This has been continued to present day and census records are open to the public through 1910. This is up to within ten years [illegible] the circa birthdate for those persons who are the senior citizens of today.

Occupations are listed in the census so we are able to determine what an ancestor did for a living. Many were farmers, some operated dairy farms while others were employed in factories and stores. These occupations changed over the years and the farmers became tradesmen and operated stores or became peddlers and went from door to door selling their wares.

After the Revolutionary War people started moving about and many relocated. . . sometimes as individual families and at other times as a group. Many Middleborough people went to Vermont and/or Maine. Frequently they remained in the new area for a generation or so and then returned to Middleborough towards the end of their lives.

It was not until after the war that any appreciable number of foreign born persons came to the area. Until then most of the immigrants came from England. There were influxes of people from various countries who came . . some due to conditions existing in the area they currently lived in and others just seemed to have an urge to travel.

The Scotch Irish came to America about 1719, the French drifted in from Canada when the woolen mills started in operation. With this influx of persons from other countries, the area of Middleborough as well as the other communities became much more cosmopolitan in nature and we find shoe factories, manufacturing establishments prospering. The Irish came and their way of life, the 'corn beef and cabbage dinners' became part of the American heritage and diet. The French, the Swedish and the Germans all served to make the American people a group of persons whose true heritage added much to the background of the people. A man whose ancestors came over in the Winthrop fleet of thirty vessels which sailed from England in 1630 married an Irish colleen whose occupation was as a servant girl to an old established family. And it is this mixed heritage that has made America the country it is today. A Swedish family which clings to and observes the Christmas and New Year's holidays in the true Swedish fashion will prepare and serve special foods, use certain ornaments on the Christmas tree and observe certain religious rituals for the holidays.

For years and in fact even today the foreign born in Middleborough and other communities observe many customs, eat certain foods and have certain mannerisms and figures of speech which give an indication of what their heritage is. These are all simple ways to test the background and establish the relationship of a family with a strictly American first settler name to the ways of living known to be those of a non-English speaking family. Cooking is a very distinctive way of indicating that a family has a European background. The use of milk and/or pork in cooking certain vegetables is very characteristic of certain sections of Maine and Massachusetts in particular.

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New England Clam chowder is served in the Middleborough area by those whose heritage goes way back. Yet Rhode Island has a different method and a Manhattan chowder is something else again.

An American of English descent usually cuts his meat or other food with the fork held in the left hand and the knife in the right. But having cut his meat the person transfers his fork to his right hand and eats his bite of food in that manner. On the other hand some of those persons whose background is from a foreign country will hold the fork completely upright and retain the knife in the hand rather than return it to the edge of the plate. . a method followed by his ancestors that is customary in the country of their origin.

Churches of a community such as Middleborough reflect the manner and observance of the communion service, the belief and doctrine as handed down from the earliest generation. Middleborough is no exception and Portuguese, Italian, French, Swedish, Greek, Irish and others as well as the English background which was the group which we consider today to be the first settlers.

An analysis of the census records from 1790 through the current years will help to establish the background of the many families who have their heritage in several different races. Names and nicknames are also indicative of who, when and where when it comes to the naming of individuals. However, a 'liking' for a certain name is often a way in which you can be misled. The new parents may have a fondness or liking for the name Claudine or Yvonne and yet there is no French intermarriage in the current generations. In Middleborough we have any number of intermarrying families who have put down roots which reflect an intermingling and/or intermarriage with persons of German, Portuguese, Irish, Norwegian, Polish and other peoples. Middleborough is a shoe town. or was when fewer shoes were imported. . and many Polish and Lithuanian families worked in the shoe factories. So we find Middleborough people acquiring habits and tastes which reflect the background of these various European nations.

It was after the Revolutionary War when most of the foreign or alien persons arrived in Middleborough and other communities which had begun between the 1630's and continued to grow with the various intermarrying families. The LeBarons and the Delanos were two early families that married into the first several generations of those families who settled Middleboro. It is a pleasant task and something of a challenge to establish an accurate lineage of persons who are descended from the early families.

## HISTORY OF THE MIDDLEBORO HIGH SCHOOL

by
Nathan Washburn
written January 10, 1889

Mankind may be divided into two classes: Conservative and Radical, the former holding the world back, the latter urging it forward. And from time immorial the conservative element has been the controlling power in Middleboro, and the victories of the Radicals have been few. The history of the high school is the history of a long and bitter struggle between these two classes and were it not for the strong arm of the law it would have been short indeed. The revised statistics of 1836, chapter 23, section 5, read as follows: Every town containing five hundred families or householders shall, beside the schools prescribed in preceding sections, maintain a school to be kept by a master of competent ability and good morals, who shall give instruction in the history of the United States, book-keeping, surveying, geometry and algebr[illegible] And such mentioned school shall be kept for the benefit of all inhabitants of the town ten months at least and exclusive of vacations, in each year, and at such convenient place in the town or alternately in such places as said inhabitants at their annual meeting shall vote

Not withstanding the fact that the town contained the required five hundred families in violation of the law, the affair was allowed to rest for several years until Thomas Covington, who lived in the house adjoining the town lot and belonging to the estate of Philander Washburn, ambitious that his daughter should be instructed in the higher branches, arose in town meeting one day and said he proposed to begin a lawsuit against the town immediately if they did not take some action in regard to establishing an high school. This was enough to arouse even the most disinterested and accordingly in the report of the town meeting held August 6, 1849, we find the following: Voted to establish an high school as the law directs; voted to choose a committee. Made choice of Richard Sampson, Capt. Jonathan Cobb, Harrison Staples, Aard Bryant and Mr. Pickens. Also October 1, 1849, voted to locate the high school in the five selectmen's districts to be kept alternately in each district two months and that the school committee select the place and district wh[illegible] the school is to commence and that the school be commenced on or before the first Monday of December next. The five selectmen's districts refererd to at this time are as follows: Eddyville District, Sampsons, Beechwoods, Fall Brook, and Titicut. Sampson and Beechwoods districts were in what is now Lakeville, and the Titicut district included the Four Corners. According to the vote of the town, the school committee decided to begin the school in Eddyville district in the chapel at the Green, and secured as teacher one Ephraim Ward, a graduate of Brown University in 1804, who preached for some time at Raynham, and either because he grew weary in the good work or because his people, like the old Democratic Party, desired a change without giving a reason for it, he went to teaching instead of preaching. This embryo high school numbered about twenty and among others we find the names of Charles F. Cornish, Alvin Finney, and Orrin E. Deane. Instruction was given in Latin, some of the sciences, and the common branches. According to all accounts, Ephraim Ward was a very lazy or tired man for he used to sleep for hours while the school was in session. The studiously inclined attended their studies while the rest held high carnival. Tradition tells us that one day he was suddenly awakened by falling out of his easy chair. When the prescribed time had expired, December 1849 and January 1850, he next pitched his tent in the Titicut district and opened the school in a building on School Street. Among others we find the names of Ira M. Thomas, [illegible]cian Wilbur, Marcus Soule, and Nancy Coombs. There was no class in Latin here but algebra and some of the sciences were studied.

Of course he brought his great love of sleep along with him, and when particularly desirous of keeping awake, would send some of the boys down to the store for cayenne lozengers in order that the stinging sensation on his tongue might keep him face to face with the stern realities of this life. Some of the older boys used to bring their pop guns and while away the time by shooting spit balls at the teacher locked in the arms of Morpheus. Having taught the required two months, February and March, Ephraim closed his unsuccessful school and moved on to the Miller or Beechwoods district. Some of his scholars here were James Weston, Maria Tinkham, now Mrs. Allen Nantz, Jennie Richmond, now Mrs. Jennie Harlow, and Mary Macomber, now Mrs. Nathaniel W. Leonard. Latin, algebra, and some of the sciences were taught here. Those surviving scholars of this distirct are unanimous in the opinion that two months of unalloyed pleasure was the result of his terms work. Ephraim next goes to the Sampson district and having taught two months here his connections with the high school are [illegible]red forever. He afterwards went West, speculated some in lumber and finally died and is now supposed to be enjoying the rest he coveted so much.

The fifth and last term of this wandering high school was taught at the Rock during the months of September and October 1850 by one Thomas Symonds, a Baptist minister, who preached on Sundays and taught weekdays, a graduate of Waterville College, and classmate of the Rev. Dr. Fairbanks. Algebra and some of the sciences were taught here. There were thirty scholars among others Matthew H. Cushing, Abner Wood, and Abby M. Leonard, now Mrs. Horatio Barrows. Then this high school on wheels, as it was called, having completed the round in the five districts, was closed.

Perhaps it was because after this brilliant Augustan era, a sort of Middle Age came upon the people when learning's lamp drew dim. But the most probable reason is, when in 1853 Lakeville was set apart, the inhabitants of Middleboro fell below the requirements of the law. It is plainly evident that this infant high school was established merely to evade the laws and that it was a continual eyesore to the people. For in 1850, when Everett Robinson was representative, the town petitioned to have this law repealed and being unsuccessful in this they chose a committee composed mostly of illiterate men. This committee re-elected as a teacher a broken down minister, a confirmed invalid. Then again, what interest could a scholar possibly take in a school of only two months in a year. This at an expense of $400 to the town if the high school was completed. There followed what we may call in history a doubtful interlude that lasted seventeen years. An attempt was made in 1864 to establish it again for in the warrant for town meeting March 7, 1864, we find the following: Article 20 (by request) To see if the town will take measures to furnish high school accomodations for children of the town, in accordance with the statutes of the Commonwealth and act anything thereon.

According to instructions the school committee first went to North Middleboro to see about locating the high school there, but for some reason or other no scholars appeared. They next went to East Middleboro and but one scholar appearing they decided to hold it in only two places that year, namely the center and at the Rock. The school at the Rock was taught the required three months in the fall at an expense of $230 by Rev. F. G. Pratt. There were twenty-two scholars in this school. At the center the school committee being unable to secure a suitable building for the high school availed themselves of an offer made to the town some years since by the trustees of Pierce Academy, and placed the school in their building under Cyrus H. Cole. This school was taught forty weeks instead of three months at an expense of $725. The high school and Academy scholars were together in the same room but separate registers were kept. The average attendance was fifty. Instruction was given in algebra, Chemistry, French, Latin, Philosophy, and Geometry. The use of room, fire, cabinets and apparatus was gratuitous. The town paid Mr. Cole's salary, who in addition to the high school work, acted as assistant to Mr. Banks. We copy the following names from Mr. Cole's register: N. S. Davis, G. S. Washburn, A. M. Wood, and C. W. Kingman. In 1868, the same appropriation was made and as before a branch school was established at the Rock and the term of three months taught by Elbridge Cushman. This school was very successful and there were about twenty scholars.

The summer term of the high school at the center was taught in connection with Pierce Academy by Cyrus A. Cole. This was his last term as he was invited to a more profitable and lucrative field of labor. The next term the committee hired the chapel of the Congregational Society, employed Charles H. Smart, a graduate of Brown University, to teach the high school there. He declined to teach but one term and the winter term of sixteen weeks was taught by S. J. Dike, a graduate of Amherst College, a very successful term. This year the school committee seriously discussed the plan of a regular course of study, but nothing definite was decided upon. Perhaps it may be well to remark here that Miss I. Wood, now Mrs. Dr. Hathaway, was the first scholar that ever completed the high school course, but owing to some neglect of the committee, never received a diploma. The following are the names of the scholars of this year: H. S. Sparrow, George Doane, H. S. Drake and C. M. Winslow.

The next year, 1869, the town appropriated $1200 for high school and the branch school at Rock was taught by Mr. Elbridge Cushman three and one-half months with an attendance of fifty. The Academy building was hired for the high school at the center at a cost of $300 per year. The school kept ten months. The first term was taught by Mr. Henry Dame and he declined to teach longer. Mr. G. F. Robinson was employed to teach the rest of the year. At the beginning of this year the committee required all pupils to pass a written examination before admission. The next year the branch school was taught at the Rock three months and a half. The school at the center in the Academy building the first term by G. F. Robinson, the remaining two terms by Professor Jenks. Some of the scholars of this year were: C. P. Washburn, S. H. Deane, J. H. Cushing, and George W. Caswell. The following year, 1871, the town appropriated $300 for transportation of scholars from Rock, consequently the branch was closed. Thus for three years the town had two high schools running at the same time. The school at the center was taught in the Academy building the entire year by Professor Jenks. Mr. Jenks' register is very complete as he even goes into particulars. Mr. Jenks arranged two courses of study this year, of three years each, English and Classical. The next year, 1872, the same appropriations were made for transportation of scholars and the first term of ten weeks was taught in the Academy building by Misses Lydia S. and Ella C. Robinson. They succeeded well and their instruction was thorough. But they declined to teach again and the services of Mr. E. E. Parker, a graduate of Dartmouth College, were secured who successfully taught the remaining two terms. Some of the scholars of this year were: Kenelm Winslow, B. Frank Jones, Amasa Glidden, Stephen B. Gibbs, and Eben Pickens.

The following year, 1873, the high school was continued in the Academy building, the summer term taught by E. E. Parker, assisted by Miss Annie D. Pratt, now Mrs. Leonidas Deane. At the close of this term Mr. Parker resigned and the committee secured the services of A. W. Blair, a graduate of Dartmouth College, who with Miss Pratt as assistant taught the remaining two terms. Th[illegible] year the committee decided that the scholars must adhere to a regular course of study.

With the winter term of 1873 a new era dawns upon the history of the high school for it was then moved into the present large and convenient quarters, and first taught there by Mr. J. H. Willoughby, a graduate of Dartmouth College. And having completed a decade he still occupies this position, respected and honored by those who have been under his instruction. Mr. Willoughby was assisted by Miss Pratt until the spring term of 1878. In 1875, another year was added to the English and Classical courses, making them four in length. Also in the same year, according to the requirements of the statute laws, drawing was first taught by Miss H. E. Eddy.

In 1876, the first class graduated from the high school and received diplomas and from that time there has been a graduating class yearly. In the same year, the school year began in the fall instead of the spring as formerly. In 1875, Miss Pratt decided to engage in a more pleasant occupation than school teaching and in the spring term Miss B. E. Stacy came. As Miss Stacy could teach draw[illegible] Miss Eddy's services were not longer required. Miss Stacy was succeeded by Miss Folger who came in the fall term of 1879 and who continued in the position of assistant through the spring term of 1882 when she left for a more

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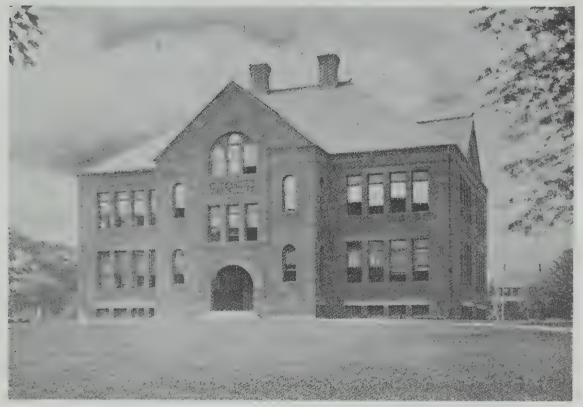

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lucrative field of labor. Miss Robertson was then engaged as assistant and remained one year. The committee was then fortunate in again securing the services of Miss Folger, the present assistant teacher of the high school.

Fifty seven have graduated from the high school. Two of them have laid down life's burdens in the very morning of life and in fairer climes have grown to a noble maturity, a more abundant fruition. Ten after graduating entered college, three of these have received the degree of B.A., one of B.S. They are scattered throughout the land and if the high school has made them intelligent, law abiding citizens her mission has been accomplished.

And now my work is done.

*Judge Nathan Washburn, a native of Middleboro, attended Middleboro schools, graduating from Middleboro High School in 1881, from Dartmouth College in 1885, and from the Boston University Law School in 1897. He was admitted to the bar in the same year. He presided as Justice of the Fourth District Court in Middleboro from 1901 to 1933, and was town counsel for over thirty-five years. This hand-written copy of the history of the High School, written in 1889 and found among papers at the Middleborough Historical Museum, must have been written shortly after his graduation from Dartmouth College. Judge Washburn lived all his married life in Middleboro at 76 South Main Street. He died in 1933.*

## We Thought We Had Moved to a City

by

Clint Clark

Hyannis in the early 1920's was a small, quiet village except during the summer season. The high point of daily life occurred when a train came down the branch line from Yarmouth with daily newspapers and mail. Villagers flocked to Walter Baker's Store for their papers, then went up to the Post Office to wait for the mail to be sorted. A few always went to the depot to see the train off later in the day. Fishing, farming, and summer trade were the principal means of livelihood. There were no large industries, and only villagers who traveled off the Cape had seen cities, trolley cars and buses. Moving to Middleboro was a stunning experience.

From one train a day, linking up with "the outside world," we moved to a house a half-minute walk from the railroad station, here trains ran from dawn to midnight, and freight trains rumbled in the trainyards round the clock.

Everett Square looked like a city to us, and the Fo[illegible] Corners a bustling metropolis.

We were not as impressed by the stores, as we had lived in the West End of Hyannis, where posh shops bore the names of Peck & Peck, Filenes, and Abercrombie and Fitch, and wealthy folk from Hyannisport drove around in chauffered limousines.

There were no limousines on the streets of Middleboro, but there were trolley cars, and they were a thrilling novelty.

We had never seen so many electric light poles, and people on the streets daylong. The sound of factory whistles, and seeing hundreds of people going to work in the shoe factories were new to us. It was some time before we got used to the city atmosphere.

Meanwhile, Hyannis grew to where it no longer was a place to pass winter months in solitude.

When we go to Hyannis now, there is heavy traffic year round. We find shopping malls and motels, and new streets and housing developments where there were pinewoods and pastures; and we think of the days when there were lovely old Cape Cod homes, with spacious lawns, and white picket fences on the main street, and [illegible] glad to get back to this quiet town of Middleboro, which we once mistook for a city.

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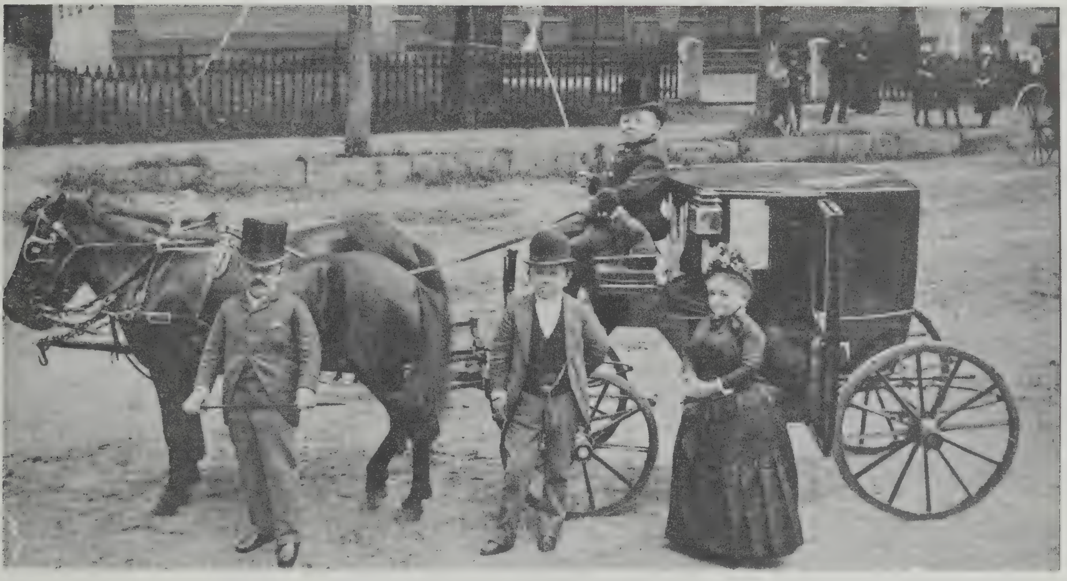

A TOM THUMB COACH

The coach is one used by Countess Magri (Mrs. Tom Thumb) and her company in the parades given before every performance. From right to left: Countess Magri, her second husband, Count Primo Magri; the Count's brother, Baron Ernest Magri. The shetland ponies, James Boyle the driver, and even the tiny coach dog beside the driver, are all diminutive as is the famous coach. Picture taken in 1889 at Bar Harbor, Maine.

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## THE TOM THUMB CARRIAGES

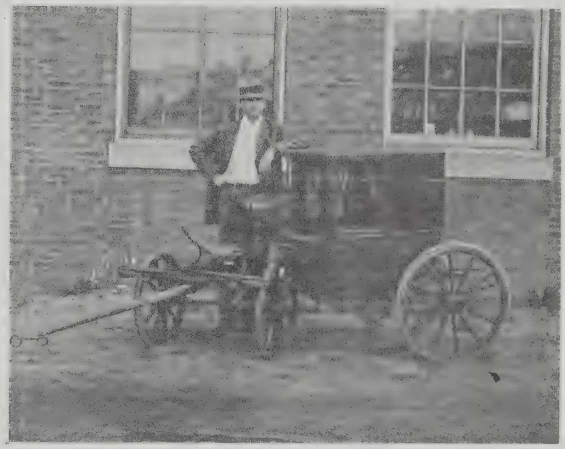
In the course of his show career, General Tom Thumb used many diminutive carriages and coaches, and perhaps none of his possessions are more intriguing than these small conveyances.

Probably the first coach Tom Thumb rode in was a miniature brougham that P. T. Barnum had built for him in Bridgeport, Connecticut in 1843. Tom Thumb was born in 1838, so he must have been five years old when this coach was built and had been under P. T. Barnum's sponsorship for only one year. This carriage, four feet high and six feet in length, is now in the Hertzberg Collection at San Antonio, Texas. The *Carriage Journal* in the issue of Autumn, 1975, states that the carriage appears to have remained in the possession of Tom Thumb until his death, since his widow, Lavinia, offered the carriage for security for a loan in 1890 and never redeemed the loan.

When Tom Thumb was six years old, in the year 1844, Barnum took him to Europe. Interest was luke-warm at first, but after he appeared before Queen Victoria, he became a smashing success. During the European visit, Tom Thumb acquired another coach, a very elegant one. Built by S. Beaton of England, it was twenty inches high and only eleven inches wide. The color of the body was marine blue, the wheels blue and red. Upon the door panels were emblazoned Tom Thumb's coat of arms, contrived by P. T. Barnum, consisting of Britannia and the Goddess of Liberty, supported by the British Lion and the British and American flags. The box where the small drivers of the Shetland ponies sat, was covered by an ornate fringed cloth. The coachmen of the early coaches were small boys, but after Commodore Nutt, a midget Barnum discovered in Manchester, New Hampshire, joined the group of midgets, Commodore Nutt's brother, Rodnia Nutt, served as coachman. This small chariot was last seen in Scotland; from there it disappeared, no one knows where. As various coaches were built for Tom Thumb, the claim was usually made that THIS was the coach presented him by Queen Victoria. It has never been proven that she presented him with any coach.

In 1860, Tom Thumb, now twenty-two years of age, ordered another coach which was drawn by a matched pair of Shetland ponies. This could possibly be the coach now exhibited at the Circus Hall of Fame in Sarasota, Florida.

The accompanying picture of still another small coach used by the Tom Thumbs shows to unusually good advantage the diminutive size of these coaches as compared to an ordinary-sized person. This coach was owned by the University of New Hampshire, presented to the college in 1922 by William G. Smalley of Walpole, New Hampshire in memory of his son, Maxwell, who was killed in World War I. In 1935, the trustees of the college voted to place the coach in the Henry Ford Museum at Dearborn, Michigan. The carriage was sent to the Ford plant in Somerville, Massachusetts, to await shipment, where this picture was taken. The coach has been beautifully restored. Shining black, it is upholstered in bright red fabric with red curtains at the windows.



The Tom Thumb carriage given to the University of New Hampshire by William G. Smalley in memory of his son, Maxwell. The carriage is now at the Henry Ford Museum in Dearborn, Michigan.

Two of the best known Tom Thumb coaches are at the P. T. Barnum Museum in Bridgeport, Connecticut, the black one used by Tom Thumb and Lavinia as they rode through the streets to advertise their performances, and the little gilded walnut coach Barnum had built especially for Commodore Nutt. These two coaches, with the shetland ponies, accompanied the little quartet on their travels throughout the United States and Europe and on a world tour. The quartet consisted of General Tom Thumb, Mrs. Tom Thumb, her sister Minnie Warren, and Commodore Nutt.

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXIV 1985 NUMBER 2
Mertie E. Romaine ........................................ Editor

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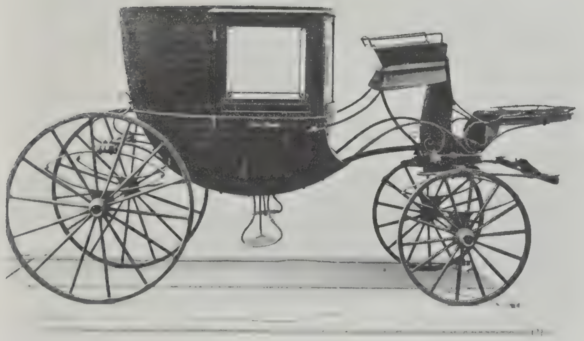
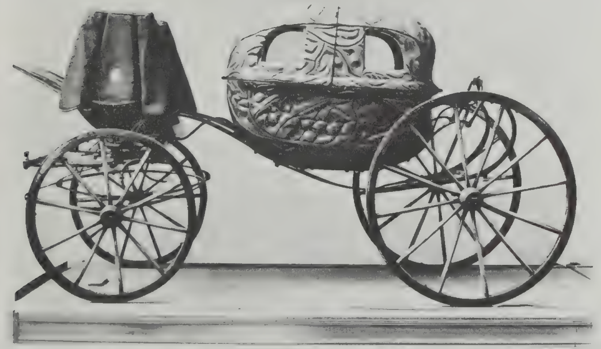


One of the coaches in which rode General and Mrs. Tom Thumb in the parades to advertise their performances. Now at the P. T. Barnum Museum in Bridgeport, Connecticut.

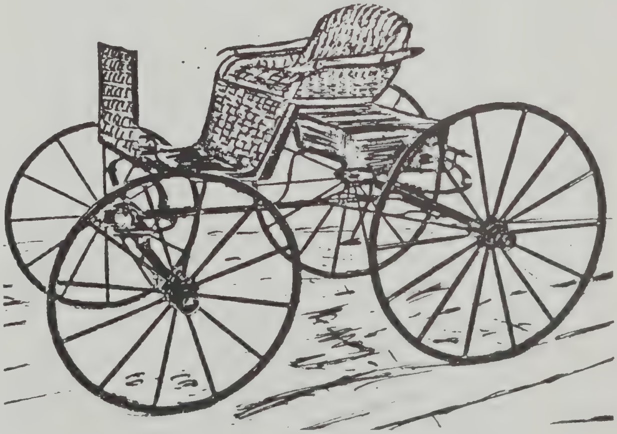


The gilded walnut coach in which very appropriately rode Commodore Nutt. Now at the P. T. Barnum Museum in Bridgeport, Connecticut.

Each summer when the Tom Thumbs vacationed at their home in Middleboro, the walnut coach was put into Bailey's Carriage Shop in Middleboro to be re-gilded. On a recent visit to the P. T. Barnum Museum it was disappointing to find that not a trace of the gilt remains. It is no longer a gilded coach.

Both of these coaches were for several years exhibited at Sutro's Museum at Seal Rocks, San Francisco. Recently the entire Tom Thumb collection from there has been given to the P. T. Barnum Museum in Bridgeport, where may be seen the two little coaches as well as a vast collection of Tom Thumb memorabilia.

The last issue of the Middleborough Antiquarian contained a notice that the Middleborough Historical Museum was in the process of acquiring a Tom Thumb carriage. After the carriage was delivered to the museum, it was found that so much restoration would be necessary to make it useful for exhibition purposes that the restoration would cost more than the price of the carriage. Also, it was impossible to document it as having been owned by Tom Thumb. Under these circumstances, and the fact that the antique dealer generously offered to take the carriage back and refund the money, the Executive Committee voted to return the carriage to the dealer. It is a disappointment as when it was voted to purchase the carriage, it was felt it would be a valuable addition to the Tom Thumb collection of the museum and be a definitive drawing card for visitors.

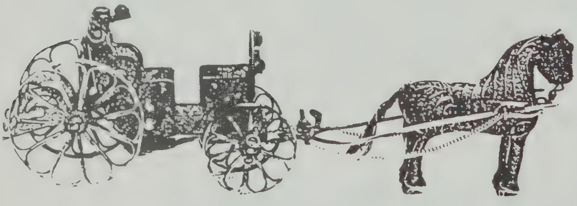


A carriage similar to the one the Middleborough Historical Museum almost bought from an antique dealer in North Andover, Massachusetts.

The illustration is very much like the carriage the museum almost bought. This sketch appeared in a catalog of Shelburne Museum, courtesy of Mrs. Edna Bell, Rochester, New York. It is called a runabout, with body painted black, wheels black with red striping, upholstered in black leather.

One coach in which Tom Thumb never rode is the little silver coach in the Tom Thumb collection at the Middleborough Historical Museum. It is made of very fine filigree silver wire and was a wedding gift to Tom Thumb and Lavinia from Tiffany & Co. of New York when they were married in 1863. The eyes of the horse were originally garnets and rubies were set in the coach. These were later sold when the Tom Thumbs fell upon hard times and were replaced with paste imitations.

All these unique small coaches are fascinating mementoes of General and Mrs. Tom Thumb, reminders for future generations that there actually were a real, live General and Mrs. Tom Thumb who spent a great deal of time in Lavinia's birthplace, Middleboro, Massachusetts.



The silver coach presented to Tom Thumb and Lavinia as a wedding gift by Tiffany & Co., of New York. In the Tom Thumb collection at the Middleborough Historical Museum.

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In Arthur's court Tom Thumb did live,
  A man of mickle might,
The best of all the table round
  And he a doughty knight;
His stature but an inch in height,
  Or quarter of a span;
Then think you not this little knight
  Was proved a valiant man?

Nursery Rhyme

## A Ride in Don Foye's Flivver
by
Clint Clark

A modern automobile, equipped with automatic transmission, power brakes, power steering and a powerful engine, is a joy to drive, but, with a car that is so dependable, the oldtime partnership between man and machine has become a thing of the past.

I'm thinking of trips to the Cape, 40-50 years ago, and what it took to climb the steepest hill on the approach to the Sagamore bridge with a four-cylinder jalopy.

Even by flooring the gas pedal, for a rod-rattling 45 mph at best, I never reached the top in high gear; maybe in second, but more often down to low gear.

All the way, we prayed the radiator wouldn't boil over. Using "body english," the way bowlers do, seemed to help. In other words, you and the laboring machine were a team.

It's gone now. When we come to that hill, slight pressure on the gas pedal flattens it without downshifting. In fact, for most modern automobiles a hill is hardly more of a challenge than a bump in the road. That's why it was an almost forgotten experience to take a ride in a Model T touring car with Don Foye, who knows how to restore an ancient relic to "like new."

I had forgotten that it's a long step up into a Model T. Since it has been about 30 years since I last drove or was a passenger in a "T," I had also forgotten how high you sit, and that the front seat is a tight fit for two people.

But it all came back when Don started the motor—the way a Model T quivers, like a racehorse at the gate, eager to take off. As someone once said, they were never at a complete standstill when the motor was running.

Hang onto your hat, we're off!

There were three pedals on the floor; clutch, reverse, and brake—two levers on the steering post, for spark and gas control. So you see, if you never drove a model T, that it kept both hands and both feet busy, and every move had to be made in the right sequence. In addition, in a rainstorm one hand was constantly engaged in twitching the windshield wiper back and forth.

It was a nippy day to be riding with the top down, but with the wind whistling in our ears and the old flivver in a typically frisky mood, a long lost sense of speed came alive.

I wouldn't ride, though, because I remember what cranking a Model T was like of a cold morning, the dim headlights, and rain and snow blowing in through the side curtains.

I've been "spoiled rotten" as they say, by the comfort and convenience of modern automobiles.

Thanks to Don, however, it is simple to explain the way a man and his machine were partners, when getting from here to there without a hitch wasn't taken for granted.

## *NORTH MIDDLEBORO MAN MADE SHOES FOR SOUTHERN SOLDIERS DURING CIVIL WAR.*

### Escape and Thrilling Homeward Journey of Middleboro Man

While the Civil War was raging and "Yankees" were making the best of their chances to return to their friends and relatives in the north 50 years ago this time, Aarad Dunham and a number of other Massachusetts men were at Thomasville, N.C., all anxious, but unable to get home. For over six months after the outbreak of the war, Mr. Dunham of North Middleboro and his colleagues labored at Thomasville and other places in the south, making shoes for southern soldiers.

His return to the north occupied many weeks, and was filled with thrilling incidents. In the party which finally started for home was Jack Huss of New Hampshire, J. R. Aldrich of North Middleboro, and Eleazer Wright of Marblehead.

Mr. Dunham is a native of Middleboro, now Lakeville, and was born March 16, 1841, his parents being Morton and Sarah (Richmond) Dunham. He lived at what is now North Lakeville and at the age of 16 years was employed in a shoe factory on one of the farms, besides doing farm work.

Mr. Aldrich, he says, came to his house to call on his sister, and related to him the desire of the southerners in 1857 to have shoe factories started there. John W. Thomas had started a new settlement called Thomasville on the line of the newly opened North Carolina Central Railroad in 1851, and came north to secure shoemakers to operate it. He got Mr. Aldrich and others to go down there, and it was a big success. Mr. Aldrich returned north in the fall of 1859 to secure more help and Mr. Dunham accompanied him.

It was impossible for Mr. Dunham and the rest to return home after the hostilities started, so they remained at Thomasville. He was enrolled in the southern militia and became a member of the home guard, drilled under Capt. Miller of Co. C of the 8th N.C. Regiment, the minister, captain of the company, and a shoe manufacturer as well. "I wanted to enlist in the southern army and take a chance [illegible] desert," Mr. Dunham continued, "but as I was a mechanic they made me remain at work. I was kept busy with duty in the home guard and watching the negro cabins."

"One night station agent Codman visited us and told us President Lincoln had issued a proclamation allowing southerners in the north 40 days to return home. He told us Jeff Davis had issued a reciprocal one and we hoped to get home through it. In September, 1861, we started on the trip. He furnished us with transportation in Augusta, Georgia, and from there we went to Atlanta, Montgomery, Chattanooga, and thence to Nashville where we found the city under martial law. They would not allow us to proceed. We offered to wait until they sent to Thomasville for the papers from our friends there, and meanwhile to go to work shoemaking.

"We were placed under guard, and taken to Hilton's shoe factory, where we were employed for two weeks. The last day of the 40 allowed, the recommendation came from Mr. Chandler, one of the manufacturers at Thomasville, and we were allowed to depart after being sworn not to take up a rifle against the south, or to reveal what we had seen.

"When we started I had $700 in gold, and a check for $210 sewed in Wright's coat collar. We got aboard the train and proceeded to the state line station on the Kentucky railroad, where we were searched and all but $38 and the check sewed in Wright's collar were taken.

"On reaching the station a man greeted us, who later proved to be Brig. Gen. Wilcox of the southern army. He was the passport officer at Tate station on the Kentucky railroad, and cordially greeted us. He said he had heard of us since we left Nashville, and knew we had lost our money. He proved a good fellow, entertained us at his residence most cordially, and offered to build us a shoe factory if we would stay there. We expressed our desire to return to our families.

"The next day we started and walked across most of the state of Kentucky. At Cambridge in that state we found two companies drilling in a field. One was northerners with blue caps, and the other southerners with red caps. After the drill they would gather at the tavern and "set 'em up," to one another in the best of nature, toasting Lincoln and Davis in turn. After a long tramp we reached Indiana. A mob soon came upon us from a meeting in a schoolhouse, and they gave us a great greeting. We walked along to Evansville, where we put up at a hotel run by a Mr. Pillsbury from Maine, and Mr. Roycort of Boston. They kept us for three days. We proceeded to Vincennes and then to Cincinatti.

"In that city the mayor ordered us to report to Col. Jones at the hotel, who had charge of fitting out the Thomas expedition. He wanted us to join it but we

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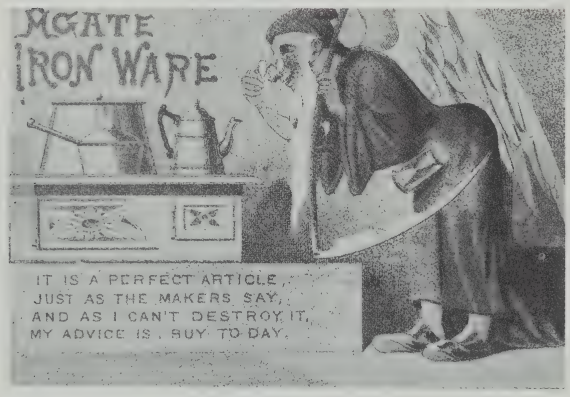
persisted in our desire to get home. We went successfully to Cleveland and then to Buffalo where we met on the train a railroad official who passed us to Albany and bought us a feed and then passed us to Jersey City.

"Arriving there, we had four cents and the check in Wright's collar which we thought might be valueless. We told our tale to the captain of the ferryboat who passed us. Arriving in New York, we visited a relative of Wright named Foster, a banker on Wall Street. He got the check cashed for us and we were again able to pay our way. We came home on the Fall River line and were delighted Nov. 4, 1861, to rejoin our families after nearly three months on the road.

"I enlisted August 6, 1862, after a long period of illness in Co. A of the 40th regt., and served till the end of the war."

Mr. Dunham, who is 6 feet, 2¼ inches tall, says he was high private in the rear ranks when he started, and when he came home he was in command of the company with title of lieutenant. He served in many engagements and was in the Florida raiding party. He brought home with him many mementoes of the strife, but they were destroyed in the fire which ruined his dwelling recently.

*This article was taken from an old newspaper clipping, the name of the paper and the date unknown. Contributed by a former Middleboro resident, Mrs. William Palmer, (Helen Gammons) now of Long Beach, North Carolina.*


AGATE
IRON WARE
IT IS A PERFECT ARTICLE,
JUST AS THE MAKERS SAY,
AND AS I CAN'T DESTROY IT,
MY ADVICE IS, BUY TO-DAY.

J. & G.E. Doane, hardware merchants in Middleboro, 1846-1938, were famous for their unique advertisements. Others have been published in the Antiquarian. Herewith is one more example.

## MUSEUM NOTES

The Middleborough Historical Museum held a very successful plant and herb sale on May twenty-fifth. Joan Ashley, Director and Marsha Manchester, member of the Executive Committee, were in charge. Many customers availed themselves of the opportunity to visit the museum at the open house held during the plant sale.

On June first, "An Invitation to a Wedding" drew more visitors to the museum. Robert Beals, president of the Historical Association, showed slides of the Tom Thumbs. Refreshments were served by Mrs. Beals.

On August seventeenth, the A & D Railway Museum in North Middleboro is to hold a Tom Thumb Day. On display will be a Tom Thumb train, made in 1932 and still in the original box. The Historical Museum will contribute to the exhibit artifacts and photographs of the Tom Thumbs.

Last summer the museum sponsored a series of classes at the museum which were so well attended it was decided to hold another series, with different subjects, this summer. The program is as follows:

Know Your Antiques Thursday July 11th 6:30 p.m.
Instructor Marsha & Jim Manchester
Basket Making Wed. & Thurs. July 17 & 18 6:30 p.m.
Instructor Sue Kenny
Punched tin Wed. & Thurs. July 24th & 25th 7 p.m.
Instructor Chuck Hutchins
Gravestone Rubbing Wed. July 31 7 p.m.
Instructor Jeff Stevens
Beginning Calligraphy Thurs. Aug. 31 6:30 p.m.
Instructor Denise Pelton
Theorem Painting. Wed. & Thurs. Aug. 7 & 8 7 p.m.
Instructors Judy Murphy & Geri Taylor
Lace Net Darning Wed. & Thurs. Aug. 7 & 8 6:30 p.m.
Instructor Diane Maddigan
DeCoupaged Calligraphy Wed. & Thurs. Aug. 21 & 22
Instructor Denise Pelton 6:30 p.m.
Wayside Cottage Wreaths Thurs. Aug. 29 7 p.m.
Instructor Charlene Perry

## LETTERS FROM ASA T. WINSLOW OF MIDDLEBORO TO HIS SON WHO WAS ON A WHALING VOYAGE IN THE ARCTIC OCEAN ON THE NEW BEDFORD WHALER *OROZIMBO*

June 25, 1855.

Dear Son:

I set myself down at this time to inform you that through the blessing of God we are all yet alive and enjoying a tolerable degree of health while many, many of our acquaintances have been put down and have gone to people the pale Nations of the dead. Hoping this may find you and all your company well, I received your letter of the 14th of June, the 14th of May and was very glad to hear most of you was well but sorry to hear that death had made its entrance amongst your men. You know nothing about the anxiety I feel for you nor never will unless you should live to have children of your own. I was almost discouraged before you was reported but kept it concealed as much as possible. I searched all the papers I could get hold of but no report till about two weeks before your letter came. There have been a great many deaths since you left home, among the number was one of Mr. Spaulding's students who was at school with you last Fall, Earl Sears, Jr., your Aunt Betsy Bunker, Stephen C. Clark, Leander Tenny's mother.

Joshua McCully has sold out and moved to Illinois. Mary Schockley has gone up there to marry James Pickens, it is said. John Schockley has gone up and bought a farm near by them. Philip C. Dean has bought Joshua's house and two acres of land. Calvin Ashley has bought him a farm on Slocum's Neck opposite Cuttyhunk Light. Elbridge G. Ashley has sold his place to John Perry and has moved to the Tremont Works in Wareham and his daughter Mary has married old dad Rounseville and has got a young one. Deborah has sold out and moved to Lowell to keep an Apothecary Shop for Dr. Parkinson. I bought her place for Asa he did not feel satisfied with it so I sold it to Solomon Fletcher and have got the most of the lumber together to build him a house between mine and Silas's. His wife had her child the day I left you in New Bedford and has been quite feeble ever since. She has been at my home this Spring until about a week ago. She wanted to go home to stay a few days but has been so unwell she has not returned. Eliza has moved to Wareham. She married soon after you left home. Rachel has been to the Academy this Spring but is now going to school at home. Lavelia Ashley has been very unwell since you left home. She was taken a few days after you left and was confined to her bed some two or three months with her old complaints but now old beau Salvo attends pretty close. He was there three or four times. Once he staid nearly a fortnight at one time. Joseph and Luther Ashley, Benjamin and G. Henry Strowbridge have returned from California. C. Henry came very sick, he is not expected to live but a short time. I have seen Mr. Bourne and talked with him about that obligation. He said he knew you had forgotten it and if I would call any time when he was at his Counting Room he would hand it to me. I will attend to it the first opportunity. Business has been very dull ever since you sailed and it has been a very distressing time for poor people. It begins to be a little better now. Asa and myself has been home about a week, but there is little doing now. The jobs are small and provisions are high. Flour thirteen dollars and seventy-five cents, beef steak groin fourteen to eighteen cents per pound, butter has been 38 to 40 cents a pound, but has got down to 25. Corn southern yellow, $1.20 per hundred and all most everything else in proportion.

Albert Keith was up to see us a few days ago. He said they were all as well as usual at Mattapoisett. Capt. Johnson had bought a piece of land and was farming it this season. He thought that he should go out again in August and that Capt. Johnson would in the Fall. He had a letter from Nantucket recently. They were all as well as usual, he thought and Kezia was about to be married.

But I will quit rambling. I think there is something of more importance. I feel criminal that I have not set a better example before you and had given you better council when I was with you, but now I can give you no better advice than to take the Word of God for the man of your council and may a father's blessing rest upon you and may your daily walk and conversation be such that no man may say aught against it, but on the contrary may they give you as good a name as Mr. Bourne. Excuse my blunders. I am writing in so much confusion.

Asa T. Winslow.

September 3, 1855.

Dear Son:

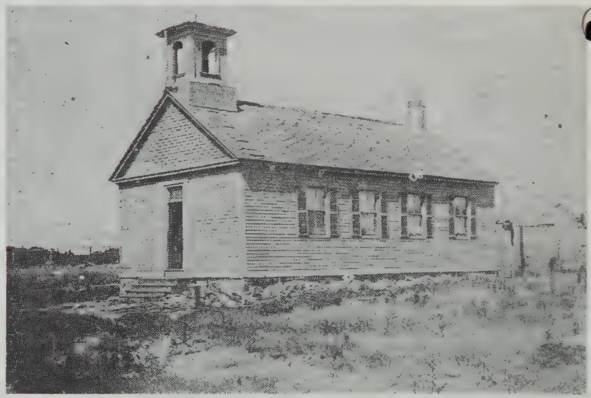
Having an opportunity to forward a few lines to you I improve it with pleasure to inform you that we are all still in the land of the living while very many of our acquaintances have been put down and have gone the way of all the world. We are all enjoying a tolerable degree of health with the exception of Susan who is quite unwell yet and it is doubtful whether she will ever be any better. She gave birth to a daughter the day I left you at New Bedford and Eliza has got a son. It was born last week and was smart when we heard from her, but I am afraid she will be imprudent for she wrote a letter to her mother the next day. Mary Kanedy has got a boy about three weeks old. There has been a great alteration in the neighborhood since you left. Old Mr. Caswell has sold his place to George and Helen Russell, Benjamin White and Chester Thornton.They have been and stripped off the biggest part of the wood. Elbridge G. Ashley has sold his place to John Parry and has moved to Wareham and his daughter Mary and Oliver Rounseville are married and have got a child four or five months old. Calvin Ashley has bought him a farm opposite Cuttyhunk Light. Earl has moved back again. Deborah has sold out and has moved to Lowell. I bought her place for Aa but he was dissatisfied with it so I sold it to Solomon Fletcher and am going to build him a house this Fall between mine and Silas Ashley's. Joshua McCully has sold and moved to Illinois. Philip Dean has bought his place. Caleb Bassett is very feeble and talks of moving to the Four Corners. Eunice, it is said, is to be married next week to a man in Bridgewater by the name of Capeline. Lavelia has been quite out of health, was taken right away after you left. Her old beau attended very closely for a number of weeks, so much so it is thought Silas got sick of it and discharged him. She has been keeping company with young James Pickens from Illinois, but it is thought that courtship is at an end. Mr. Spaulding and Miss Eastman were married and commenced their last term at the Myricks Academy this morning. Miss Cushman has kept the Beechwoods School this summer and is going to this winter, it is thought. Kezia is about to be married to a man by the name of Woodward of Nantucket. Benjamin and Thomas King Strobridge have returned from California and Thomas Henry has since died. Amongst other deaths in our neighborhood is Samuel Robbins, Alexander Ashley, William Ramsdell, Stephen C. Clark, Susan Pickens, the last of the deaf and dumb girls. Ezra McCully's wife and a number of others that do not come to mind. I received your letter dated at St. Jago Jan. 13th, 1854, May 24th, 1855. I was very much relieved to hear from you but sorry to hear that death has made inroads among you.

I had got almost discouraged about you. I had been searching all the papers I could get hold of and found no report until about ten days before I received your letter. We have heard nothing from you since. We have been expecting to hear from you this two months but have given up looking now until November. Asa is here at work with me at $2.25 a day but I will turn the subject to that which bears heaviest on my mind which is your future welfare. O Leander, I feel as though I had come far short of my duty to you. That I have done those things which I ought not to have done and have left undone the things which I might have done. I feel criminal in the sight of my Creator that I have not set a better example before you when I could. You know nothing of the anxiety that I feel for you nor never will unless you should live to have children of your own. My greatest anxiety is for your welfare. I want you should realize that you are now forming your character for life and on that character depends your future welfare, both in this world and the world to come.

There is nothing in this world that would give me more satisfaction than to have you take the Word of the Lord for the man of your council and acquit yourself as shall be well pleasing in his sight and may you ever live as though you realized you was in the presence of the Lord and may your officers and crew be led to say of you as Mr. Bourne said of your Captain, that they never saw anything wrong in you on the land or on the sea, is the anxious wish of your father,

Asa T. Winslow.

*These letters given anonymously to the Middleborough Historical Museum.*



## THE OLD MUTTOCK SCHOOL

The old Muttock school was located not far from what is now Oliver Mill Park. It stood on a knoll near the Washburn place, now owned by the KOA camp. It was moved to the corner of Plymouth and Precinct Streets at the time of the building of the Plymouth and Middleboro railroad in 1892. The building was over a hundred years old when it was burned on July 3, 1915 during a "night before" celebration.

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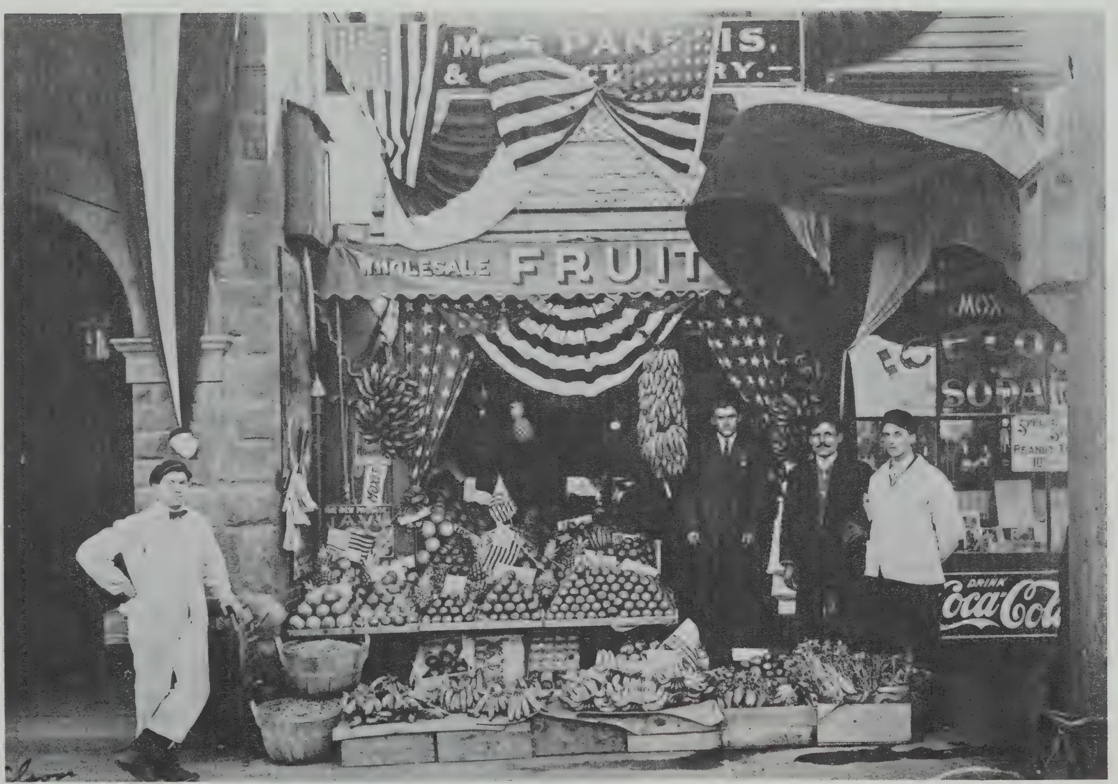
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THOMAS PANESIS, FRUIT STORE

The date on the picture is May 30, 1907. Mr. Panesis is easily recognizable, second from right. In 1906, Mr. Panesis opened his first store in Middleboro on Center Street, a short distance east of the present location, next to the Bank Building.

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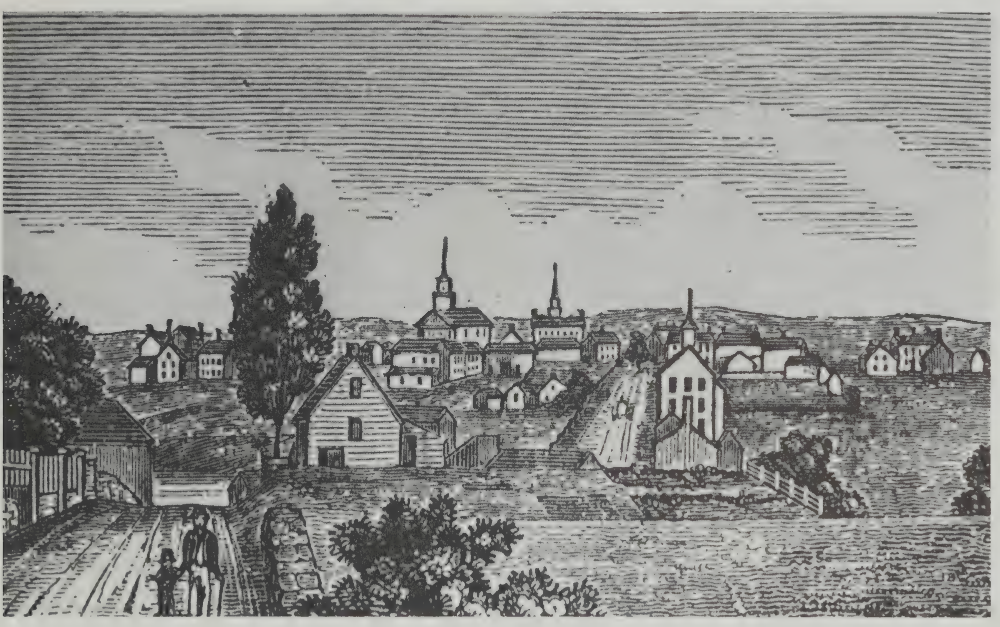

VIEW OF THE MIDDLEBOROUGH FOUR CORNERS TAKEN IN 1832
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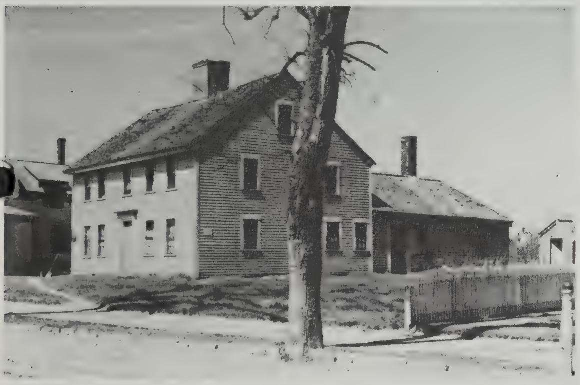
MIDDLEBORO and LAKEVILLE

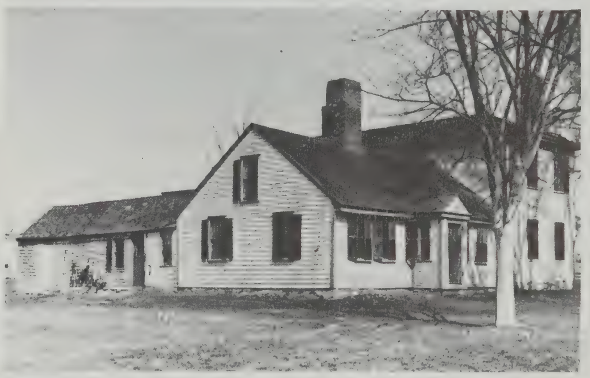
Mr. Robert M. Beals, President of the Middleborough Historical Association is to be thanked for the contents of this issue of the Middleborough Antiquarian. The pictures of early houses in Middleboro were taken by Dr. Beals' grandfather, Walter L. Beals, for many years treasurer of the Middleborough Cooperative Bank, 1909-1944, and a gifted photographer. He used glass plates in his camera, and these prints were made from the glass plates. The many views of early Middleboro taken by Mr. Beals show us what Middleboro was like in years gone by.



THE BARROWS HOUSE

Mr. Robert Beals supplied all the illustrations in this issue, and Thomas Weston's History of Middleboro was used extensively in preparing the text.

Located on North Main Street where the Grange Hall now stands, this building was known as the Barrows house, or the old fort. Until torn down the fort was one of the oldest houses in town, built in 1700 by Samuel, son of Robert Barrows. In the early days of Middleboro, there was a cow path that led from Morton Town (in the southern part of the town, vicinity of junction of East and West Grove Streets) to the old garrison house. The original [illegible]ison house was burned by the Indians during the Indian War. Because there were so many Indians in the vicinity even in 1700, the new fort was built to resist attack, covered with heavy oak planks and fitted with high, small windows and port holes where guns could be used. Members of the Barrows family occupied the home until the late 1800's, when it became a part of the Charles H. Carpenter Estate. In 1919, when the house was 219 years old, Miss Jennie Carpenter sold it to William B. Macomber, who tore it down.



THE DR. CLARK HOUSE Later the Dorrance house

There are many interesting tales concerning Morton Town, then the social center of the town, to be found in Weston's History of Middleboro. One of the early houses there was the Dr. Clark house, later occupied by the Dorrance family. The house was located near the present railroad bridge and was torn down when Route 25 was constructed. The Clark house was built about 1710 by Seth Morton and was known as the Morton house until purchased by Dr. Samuel Clark, who married the daughter of Ebenezer Morton. Dr. Clark's son, Dr. Joseph Clark, took over his father's medical practice and occupied the house. When he married Rebecca Scollay (another interesting tale in Weston's History) he built a house between the Dr. Clark house and the Judge Wilkes Wood estate.

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXIV 1985 NUMBER 3
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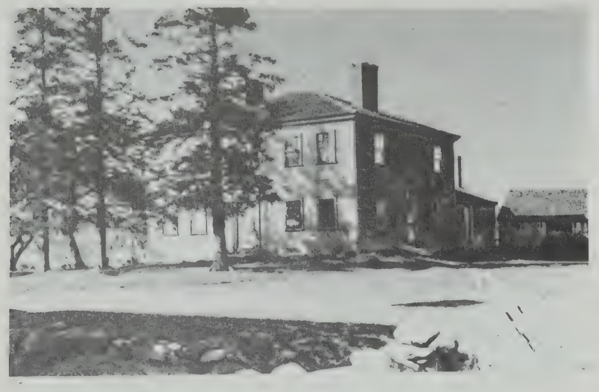
**THE RITCHIE HOUSE**

**THE STURTEVANT HOUSE**

In the eastern part of the town, and that known as Warrentown, were built many fine old homes and taverns, including the beautiful Peter Oliver House and the Sproat Tavern. Not far from the Sproat Tavern on Plymouth Street was the Ritchie house, built in the late 1700's, located opposite the entrace to the oldest cemetery in Middleboro, Nemasket Hill. John Ritchie, a Boston merchant, bought an interest in the Judge Oliver Mill and wished to locate in Middleboro to be near the business. Mr. Weston in his history tells of two mysterious women who occupied the house for several years after the Ritchies and before the house burned at the turn of the century.

In the general vicinity, but in the opposite direction on Plymouth Street, stood the Sturtevant house, occupied for many years by Dr. Thomas Sturtevant who began his practice here in the late 1700's. The Reverend Dr. Israel Putnam, the beloved pastor of the First Congregational Church, occupied the place for some thirty years until he died there, having fallen victim to the small pox epidemic. The house remained standing until a few years ago.

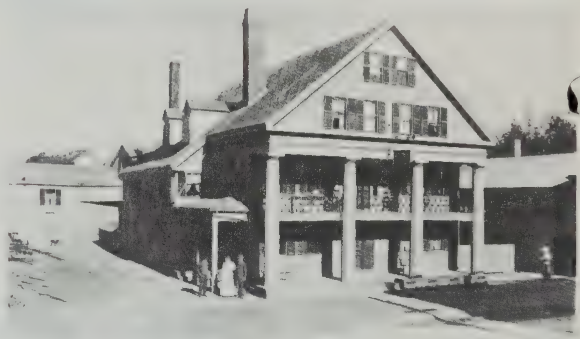
In that part of the town called Warrentown, named for Jabez Warren, an early settler, were two houses that belonged to the Weston family. One, near Plain Street, was built in 1734 by Edmund Weston for his son Edmund. Later, John Warren, great grandson of Jabez, and who operated mills on the Nemasket River, lived in this house. In 1772, the house was taken down and the materials used to make the Old Weston Tavern nearby on Summer Street, a popular tavern that was in operation during the Revolutionary War. For many years it became the home of Colonel Thomas Weston who lived there from 1844 until his death in 1888. Colonel Weston was the father of the Honorable Thomas Weston who wrote the History of Middleboro.



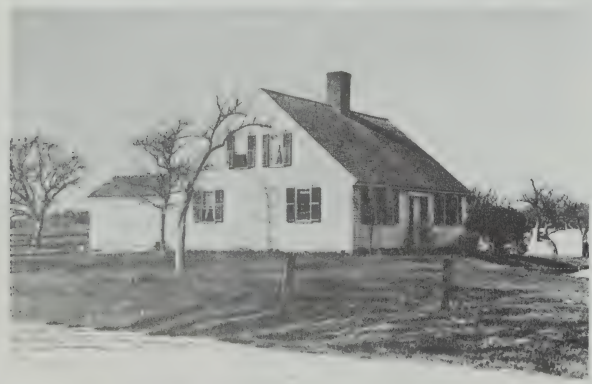
JOHN WESTON HOUSE Also home of John Warren

Moving to the center of the town, on North Main Street near the Four Corners, we come to the Nemasket House, a hostelry known from Provincetown to Boston as a good stopping place on the journey from summer homes on the Cape to winter residences in Boston. An important part of the hotel was its stables. Many an old-timer can remember the small character Adolph who drove a hack and was always to be found around the carriages and the horses. Before the days of the automobiles, the stables sheltered some of the finest horseflesh in the country. The hotel was built about 1835, and had a busy career until 1929, when demand for horses and carriages diminished to the point that the stables were demolished.

There were many owners of the hotel over the years, from Daniel Thomas who built the hotel about 1835 to Thomas Sisson, one of the last proprietors. The Nemasket House closed its doors for the last time in September, 1929. It remained closed and presented a problem to the town. After considering many ways in which to dispose of the building and make use of the property, a contract was awarded for wrecking the hotel. The wreckers sold part of the building, railings and pillars to antique dealers, some of the fireplace mantels going to Sturbridge Village. The sign that for a century swung in front of the hotel, is now in the Middleborough Historical Museum.



THE NEMASKET HOUSE – BUILT c. 1835

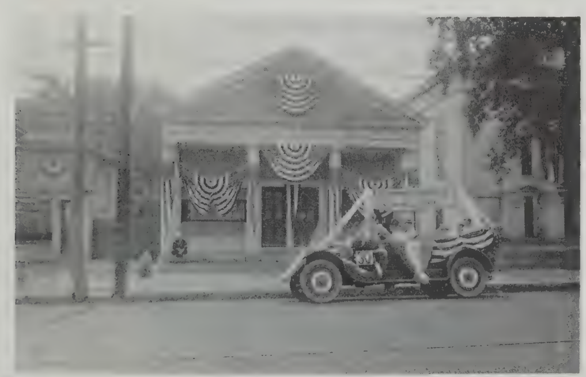


OLD WESTON TAVERN

Across the Four Corners on South Main Street stands the Unitarian Church. The edifice was originally located on Pearl Street, erected in 1891. In 1907, the Hon. David G. Pratt of North Middleboro presented the Society with a lot of land on the corner of South Main Street and Nickerson Avenue (then Town House Avenue.) In the same year the church was moved from Pearl Street and placed on its present location. Since that time the church building has undergone several periods of restoration which has changed its appearance.

**UNITARIAN CHURCH**

Across the street from the Unitarian Church was the original Middleborough Cooperative Bank. The decorations shown are in celebration of the 250th Anniversary of the town. The automobile is the Middleborough Cooperative Bank's entry in the parade to celebrate the occasion, July 4, 1919, a Hudson touring car owned by the late Walter L. Beals, treasurer of the bank at that time. Seated beside him is the late Alvin T. Howes, bank president from 1916 to 1930, and the rear passengers are the late Mrs. Austen (Marian) Beals, the late Mrs. George (Irene) Dunham, and Mrs. Marian Beals Drake.



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I'd like to know just why it is
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And beat me to the only spot
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And then I have to walk and walk,
Which doesn't help my day at all,
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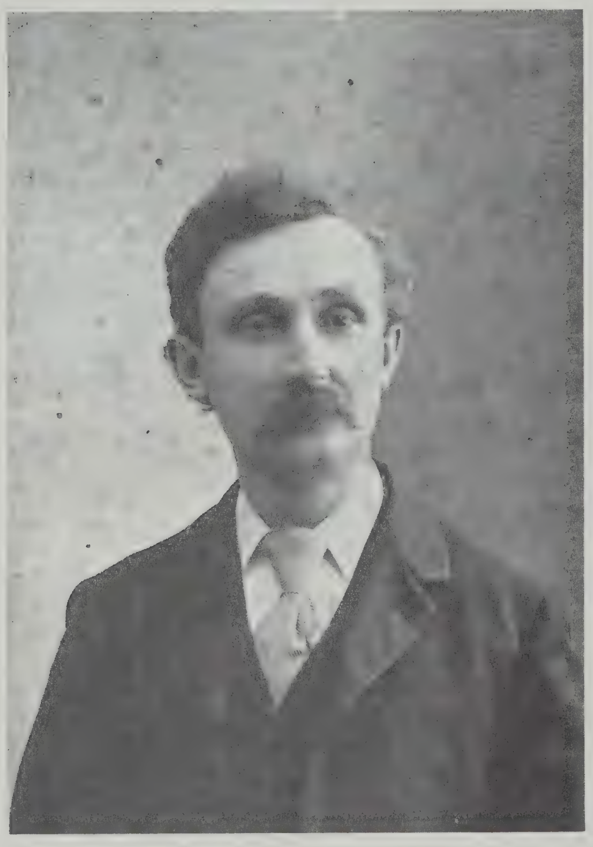
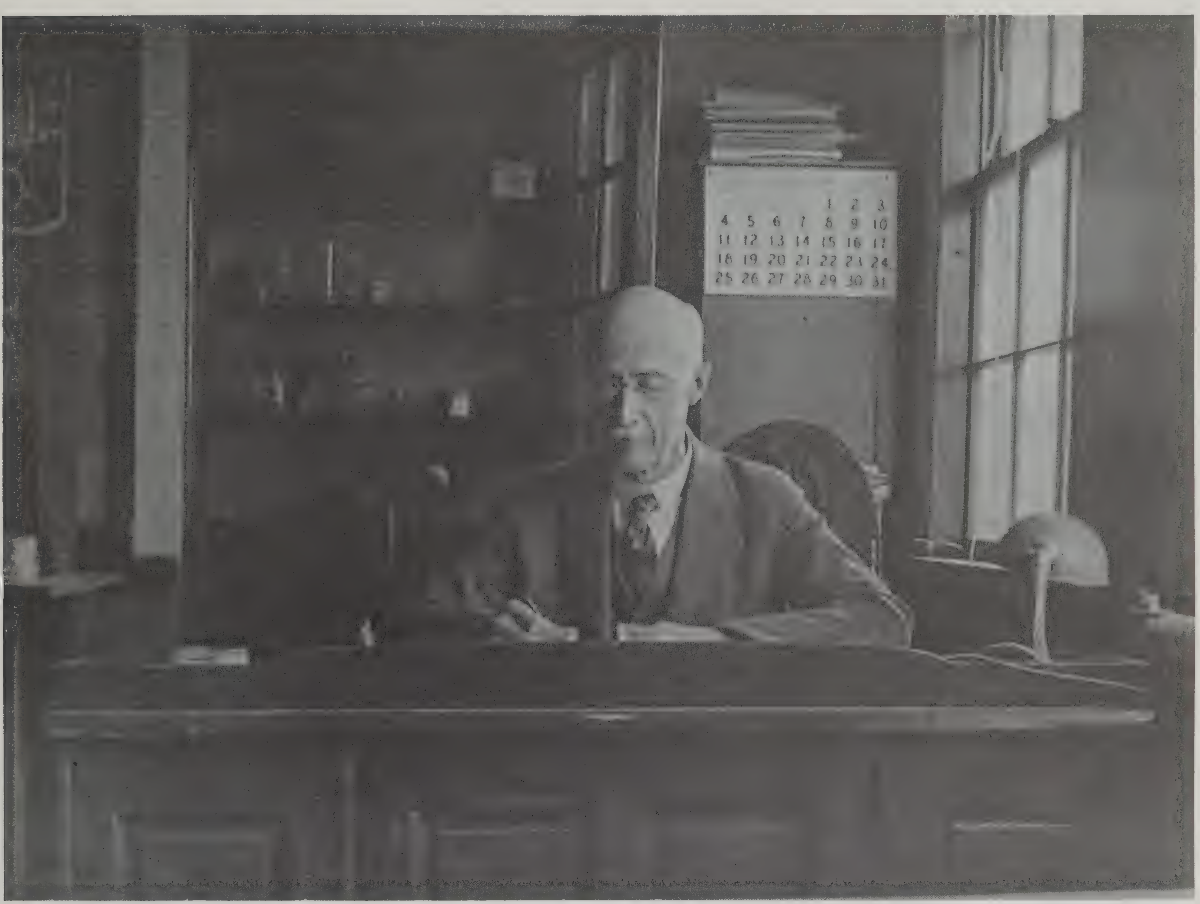


WALTER SAMPSON

Walter Sampson, beloved and revered principal of the Middleboro High School from 1890 to 1926. Each pupil was a personal responsibility to Mr. Sampson, and his greatest joy was sharing the success of those pupils whose careers he had guided through high school days. He was lovingly known as "Sampy."

Living in Lakeville, he attended school in Middleborough and walked the distance of twelve miles twice a day. He was a brilliant student at Dartmouth College and had the honor of having three degrees bestowed upon him by his Alma Mater. After thirty-three years as principal of the Middleboro High School, Mr. Sampson tendered his resignation because of ill health. When the new Memorial High School was built in 1926, the assembly hall was named the Walter Sampson Auditorium.



## LEONARD O. TILLSON

Leonard O. Tillson taught in the Middleboro High School for forty-one years, many of those years as sub-master under Walter Sampson. He attended Dartmouth College but contracted typhoid fever and spent months in the hospital infirmary. Recovered, he entered Boston University and later matriculated at the Normal School in Bridgewater. He became a member of the High School faculty in 1900, and six years later was elected sub-master. In 1931, he was offered the position of principal, but preferred to remain head of the science department. His hundreds of pupils will never forget the evenings spent with "Spike" studying the heavens and carrying out fascinating science experiments. He taught until his death in 1941.

Charles H. Bates was superintendent of Middleboro schools from 1901 to 1927. After serving as superintentdent of schools in Uxbridge, Massachusetts, he came to Middleboro in 1901. He was a fluent speaker and addressed many organizations. He, too, liked to write poetry and often wrote a poem to celebrate a special occasion. The former high school building on South Main Street next to the Town Hall was named the Bates Junior High School in his honor. The Bates Junior High School burned September 20, 1954.

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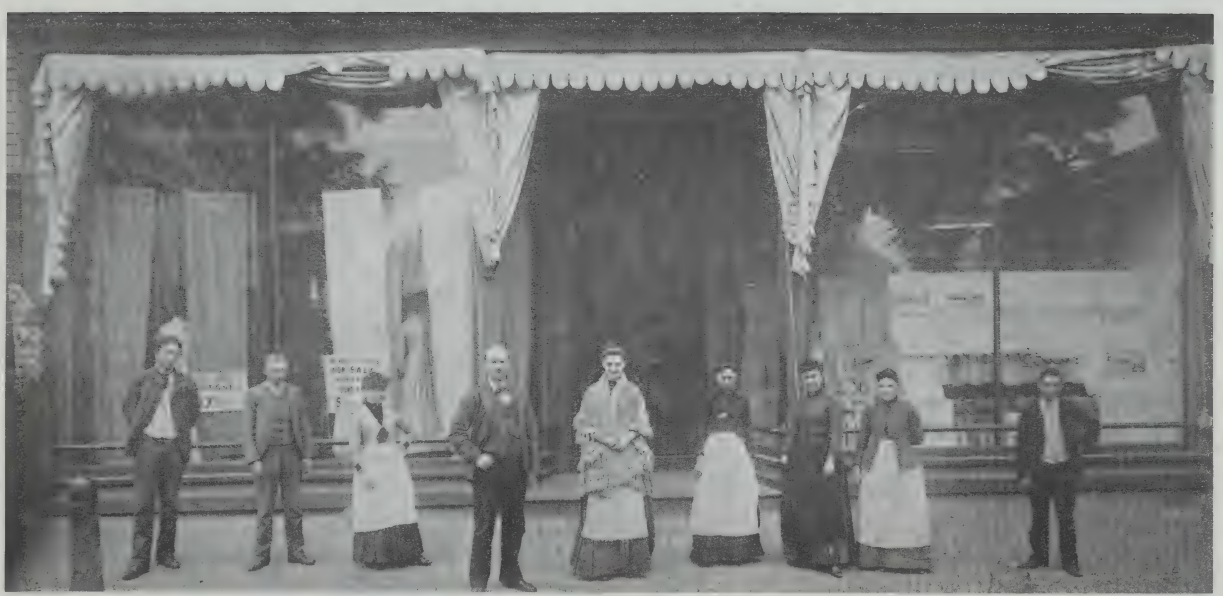

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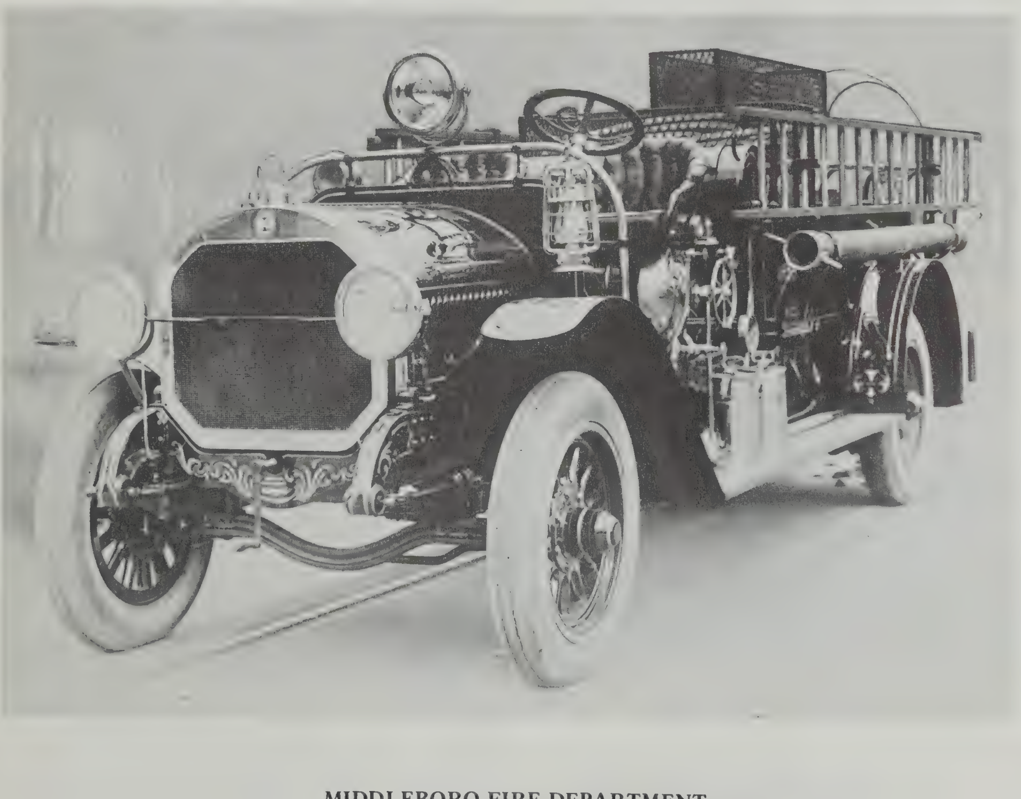

MIDDLEBORO FIRE DEPARTMENT
Pumper 500 gpm
Made by Maxim Motor Company
Middleboro
Delivered to Middleboro Fire Department
June 28, 1920
Photo by Robert M. Beals

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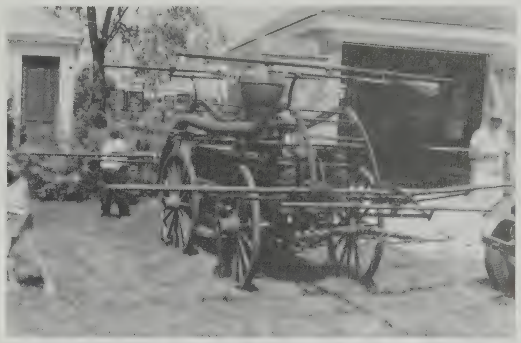
MIDDLEBORO and LAKEVILLE

# THE MIDDLEBORO FIRE DEPARTMENT
## 1852 to Present

By Robert M. Beals

The Middleborough Historical Association is endeavoring to have a role in preserving the history of the Middleboro Fire Department, through the acquisition over the past few years of equipment that was formerly used by the department. We have the "Whistle House" that was located for many years on Vine Street and part of the department's audible alarm system. Prior to that it was the quarters of Hose Company No. 4. Since this building was moved to the museum grounds on Jackson Street, and rebuilt into an "engine house" by dedicated members of the association, it has served as the home for two former engines of the Middleboro Fire Department. The "Young Mechanic No. 6" was originally built in 1854 by John Agnew of Philadelphia, Pa. for New Bedford, Mass. It served in that city for about ten years, after which it was purchased by the town of Middleboro,—rebuilt by the William Jeffers Co. of Pawtucket, R. I., and used until 1880. A few years ago, it was discovered at the Jacobs Farm in Norwell, Mass., and through the efforts of Ted Eayrs, Jr., who was President of the Historical Association at the time, it was returned to Middleboro and became the property of the association. The other "rig" is a 1934 Maxim 500-gpm pumper that served on the fire department until 1973 when it was traded in on a new Maxim "S" pumper. Its next owner was Lawrence Cannon, a local automobile dealer, whose plans to restore it never materialized. In 1980, the truck was purchased by the Middleboro Trust Company, who had it rebuilt by Middleboro Fire Apparatus Co. During the next three years, it won a number of awards at various musters and other events. In June 1983, this beautifully restored fire truck was presented by MTC to the Middleborough Historical Association. Since then it has been used frequently during each year in various parades,—4th of July, Veterans Day and Christmas Parade,—to name a few. It also participated in the Berkley Parade and Muster, the Edaville R.R. Antique Auto and Truck Show, and leads the runners in the Cranberry Classic Road Race.

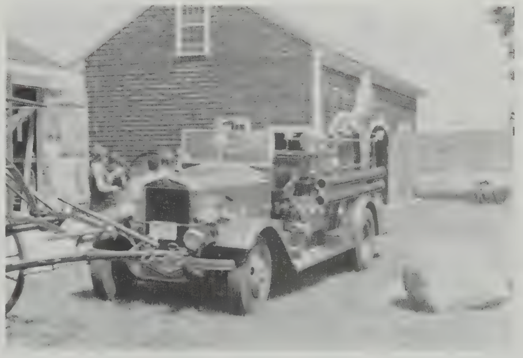
The Middleboro Fire Department is presently in its 134th year, since it was organized in 1852. On August 13th of that year, a petition was presented to the Court of



**1854 "Young Mechanic" No. 6**

Originally built by John Agnew of Philadelphia for New Bedford. Purchased by Middleboro in 1864. Rebuilt by William Jeffers of Pawtucket and used until 1880. Now the property of the Middleborough Historical Association.

Photo by Robert M. Beals



**1934 Maxim 500 gpm Pumper**

Served Middleboro from 1934-1973
Property of the Middleborough Historical
Association since 1983

Photo by Robert M. Beals

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXIV 1986 NUMBER 4
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Common Pleas by Attorney Everett Robinson, which approved a set of by-laws which authorized the organization of a fire department in the Town of Middleboro. The first engineer, or chief, was William S. Peirce, Assistant Engineers, Sylvanus W. Reed, Andrew M. Eaton, Sylvanus Hinckley, Lemuel G. Pierce; Prudential Committee, Sylvanus Hinckley, Everett Robinson, Joseph Sampson, Jr.; Clerk, Jacob B. Shaw.

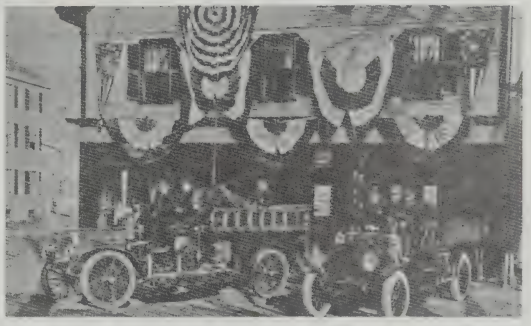
The first apparatus consisted of a hand tub under the name of the Bay State No. 1, and a hook and ladder truck, both hand-drawn. In 1877, a new ladder truck was purchased, and a building was constructed on School Street for the department. When the "Young Mechanic No. 6" was purchased, an independent company was formed on Oak Street, and in 1882, a chemical engine was added to the apparatus roster. After the water works was built in 1885 with hydrant service, the hand engines were abandoned and sold, and a hose wagon and reels were provided in 1886.

When organized in 1852, the limits and bounds of the Fire Department were, "to the south, the Thomas Doggett house (where now stands the Lakeville Hospital); on the east, past the almshouse on Bridge Street to the junction of Cherry and Water (Wareham) Streets; west to the Lorenzo Wood home on Plymouth Street; north towards Warrentown to the bridge near the Colonel Weston place; and south in a zig-zag line to Everett Street and "to an apple tree on the westerly side of Alfred Randall's house, to the bounds first mentioned." When Lakeville was set off from Middleboro in 1853, all that portion of the new town which had been included in the district was taken from it.

In 1884, the district was incorporated with its then "metes and bounds," and authorized to provide a water supply. The pumping station was on land just outside; however, a few years later the pumping station and a large tract of land were re-annexed to the district. In December 1899, the District established new bounds and contained about three and a quarter square miles.

In 1905, Judge Nathan Washburn ruled that the water department, which included the Water District, administered by a board of water commissioners, was a corporation within the town corporation, operated for a profit, and this made its property subject to taxation; not taxable were the water mains, engine houses and fire apparatus.

As reported in the Directory of Middleboro for 1911, the roster of men and equipment of the Fire Department was as follows:



This picture was taken at the School Street Fire Station before 1920. The bunting-draped station would indicate that it was taken on some holiday or during a town-wide celebration of some sort. On the Combination No. 1 (1912 Knox) is Charles Lang, William Tucker and either Frank or Henry Messer. On the 1914 Maxim (right) is Pat Canavan and Bill Tobin.

A watch room scene at the Central Station on North Main Street, the year is unknown. Left to right: Harry Eaton, Julian Tripp, Bertram Tripp, Joseph Boucher, Howard A. Hopkins, Edward J. Farley, and "Sam" Long.

Board of Engineers

Chief, Charles W. Kingman
First Assistant, Samuel J. Sparrow
Second Assistant, George F. Day
Third Assistant, Carleton W. Maxim
Fourth Assistant, Fred M. Jenney
Clerk, Andrew M. Wood
Treasurer, Alvin C. Howes

Prudential Committee, L. Bertrand Mendall, John F. Perry, Walter M. Snow

Superintendent of Fire Alarm, George A. Philbrook

Water Commissioners, Walter L. Beals, Clerk; term expires Jan. 1910; Ansel G. Hayes; term expires Jan. 1911.

Superintendent of Water Works, Lyman Thomas

Assistant Superintendent, Ansel G. Hayes

Engineers at Pumping Station, A. R. Gurney, H. E. Standish

Enterprise Hook and Ladder Company No. 1 (25 men)
Station, School Street, between Center & Peirce
Foreman, A. F. Whitcomb, 1st Assistant, E. F. LeBaron
2nd Assistant, J. H. Moody; Clerk, F. F. Churbuck

Chemical Engine No. 1 (15 men)
Station, School Street, between Center & Peirce
Foreman, J. M. Luippold; 1st Assistant, William M. Leahy,
2nd Assistant, J. J. Curley; Clerk, S. L. Brett

Central Hose Company No. 1 (8 men)
Station, School Street, between Center & Peirce
Foreman, M. W. Peasley; 1st Assistant, H. S. Thomas;
2nd Assistant, F. M. Ryder; Clerk, W. M. Chipman

Hose Company No. 2 (8 men)
Station, Alden Street, near Courtland Street
Foreman, Chesman Coombs, 1st Assistant, C. E. Endres,
2nd Assistant, R. C. Coombs; Clerk, F. A. Thomas

Hose Company No. 3 (8 men)
Station, East Main Street (near Star Mills)
Foreman, W. A. Cummings; 1st Assistant, James F. Flynn,
2nd Assistant & Clerk, M. J. Cronan

Hose Company No. 4 (8 men)
Station, Oak Street, between High & Centre
Foreman, John J. Morrison, 1st Assistant, James Rogers;
2nd Assistant, Patrick A. Grant; Clerk, Thomas H. Boucher

Hose Company No. 6
Station, Oak Street, between High & Centre
Foreman, C. F. Gay, Jr.; 1st Assistant, W. F. Chandler;
2nd Assistant, George Philbrook; Clerk, C. F. Fuller

Fire Police (14 men)
Captain, David S. Surrey, 1st Sergeant, Samuel S. Lovell;
2nd Sergeant, F. M. Sherman; Clerk, Charles M. Thatcher.

In the 1912 Annual Report of the Board of Engineers of the Fire Department, the following was reported:

"The addition to the Fire Department, during the month of October, of the motor-driven Combination No. 1, made it unnecessary to retain all of the old apparatus in use. Hence, Hose Reel No. 1 and "Protector" Chemical Engine No. 1 have been withdrawn from service."

*To Be Continued*

## AN APOLOGY

In the last issue of the Antiquarian on page 7, a picture was shown of a group seated in an automobile of early vintage in front of the original Cooperative Bank Building on South Main Street. One of the ladies was referred to as "the late Mrs. George (Irene) Dunham." This was indeed a serious error as Mrs. Dunham is a resident of Oak Hill Nursing Home in Middleboro. We deeply apologize for this error.

**Members of Grand Army of the Republic
E. W. Peirce Post 8, Middleboro.
March 13, 1867—December 19, 1955**

## MEMORIAL DAY IN MIDDLEBORO

by Warren and Marion Whipple

*Warren and Marion Whipple are particularly well qualified to write about the Civil War. Mrs. Whipple was for many years a history teacher in the Middleboro High School, and daughter of Ernest E. Thomas, also a long time member of the faculty in the history department of the same school. Mr. Thomas was an authority on the Civil War, having made it a prime interest and subject for study his entire life. Mr. Whipple accompanied his wife to the scenes of many of the battles and gained a great knowledge of the war from his close association with those two authorities on the subject.*

Memorial Day, and the veterans' flags are flying once again in our cemeteries. Have you noticed how many of those flags are set in the G.A.R. brace denoting service in the Civil War? Behind the white picket fence of the Thomastown cemetery there seem to be more flags than there would have been residents in the area. And all our other cemeteries have their share of flags, too. Try to imagine the stories they represent. How many miles did those men march? How much of the U.S.A. did they see in a horse-and-buggy age when most people never went farther than Boston? What noise, what chaos, and what brutality of battle did they know? Now they lie in quiet peace, at home in Middleboro.

Weston's *History of the Town of Middleboro* records that 465 men served in the war, and thirteen of them were commissioned officers. (See Weston's history for their names and regiments.) Our town was a sparsely settled rural area but we met every quota, in fact we sent more than our quota. It is a good record. Also, thousands of dollars were raised to finance the war.

After the attack on Fort Sumter, Pres. Lincoln knew it meant war and he called for volunteers to supplement the army for a period of three months. When the message reached our town, the state militia was called out by men riding horseback and knocking on doors, and they were ordered to be at the depot the next morning. And three-fourths of them were there to take the 7:20 train to Boston. That is a remarkable feat in the days before telephones.

Massachusetts quickly organized the men and shipped them off to Washington to report for duty. They were the first state militia to arrive. The government had not expected such a prompt response, and had no accomodations ready. The men were therefore turned loose in the capitol building to take care of themselves. At first they had to find their own food, which they cooked over fires built on the stone floors of the corridors. In April of 1861 this was "Mr. Lincoln's Army":

The Mass. 4th Regiment, including Middleboro men, was officially formed on April 17, 1861 for three months, and was sent to Fort Monroe in Virginia to hold that important post in Confederate territory. Brig.-Gen. Ebenezer Peirce was assigned there, also. He had lived on Stetson Street in Middleboro, and served on the committee in the 1850's which separated that end of town into a new township that was named Lakeville. Later he moved to Assonet, but he always kept up a connection with Middleboro and with his famous cousins of the Peter Peirce family.

It was Brig.-Gen. Peirce and the Mass. men under orders of Gen. Ben Butler, Commandant at Fort Monroe, who participated in the first skirmish of the war. He was marching his men down a woods road for an attack on a Confederate outpost at Big Bethel, Va. when they heard the sounds of men on a converging road. Somehow the two groups failed to identify each other, and thinking it was a group of Confederates, Peirce's men began firing. Union soldiers against Union soldiers! The noise aborted the intended surprise on the Confederate regiment from North Carolina, and a small but lively engagement took place, which resulted in a withdrawal of Peirce's troops. This is known in history as the Battle of Big Bethel (June 10, 1861). The war had started.

A large Confederate force was at Manassas Junction, only twenty-five miles from our capitol of Washington. Newspapers demanded action and public pressure forced the North to order McDowell to the attack. The 11th Mass., with Middleboro men included, fought in the ensuing battle of Bull Run. The day ended in a disaster for the North. Now we knew that the Civil War would be a long and deadly war.

Realizing that a much larger number of men would be called into the army, Massachusetts recognized the need for another training camp, one that would serve the southeastern part of the state. In the summer of 1862 the fields along Staples Shore Road were chosen because of

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the nearby water supply of Lake Assawompsett, the railroad, and a town for supplies and workmen. The barracks were quickly built, and the camp was named for Gen. Joseph Hooker, the highest ranking officer from Mass. In September, Camp Joe Hooker was opened. (For a detailed account of recruiting in Mass. and of Camp Joe Hooker, see *The Antiquarian* issues of Volume X, Numbers 1, 2, and 3.)

The men were now enlisted for nine months. Co. C. of the 4th Regiment, containing sixty-eight Middleboro men, was sent to New Orleans where they took part in many skirmishes that were designed to assist Adm. Farragut's naval vessels that were trying to take the Mississippi River. At Port Hudson, many were killed or taken prisoner. When the latter were paroled, most of them re-enlisted for more duty. Unfortunately, those who did not continue to serve were imprisoned as shirkers and it was some time before they were allowed to return home. Apparently they were coldly received by their townspeople in Middleboro, although they had fulfilled their duty honorably.

Now the men were being enlisted for three years. The state recruited the men, usually offering generous bounties to persuade them to volunteer. The state trained the men and equipped them, and then turned them over to the federal army all "ready to go." A town like Middleboro was often as hard-pressed to raise the money as to raise the men. Public rallies were often held to stimulate patriotism. At Camp Joe Hooker the men were trained and equipped, and then were marched to the Lakeville depot and went directly to the fighting front as needed.

Middleboro men served in all the important battles of the Eastern Theatre. The largest number were in the 18th Mass., Co. 1, in the Army of the Potomac. They were in the Peninsular Campaign, as was also the 9th Mass. It was in the fighting at White Oak Swamp Bridge that Col. Ebenezer Peirce, now commanding the 29th Mass. Infantry, lost his right arm, and went home to recuperate. But he would return in a few months.

Meanwhile, the time was up for the first volunteers, but many of them re-enlisted and a new regiment, the 29th Mass., was formed under Col. Peirce and they joined the Irish Brigade in June, 1862. This was known as the Irish Brigade because so many of the men were the New York Irish,—three regiments of them (63rd, 69th, and 88th N.Y.). In the '60's, feeling ran high over immigration and labor problems, and it was amazing that the Mass. "Yankees" who were chiefly the old settlers who claimed descent from the Mayflower families, should be put in the same brigade with the Irish, but they got along together very well.

The 29th fought especially gallantly at Antietam, known as the bloodiest single day of the war. Today a monument marks the spot in the center of the line on Bloody Lane where the 29th Mass. stood. They were commended for bravery. The Irish were so proud and so grateful for the friendship of the Yankees that they presented their friends with an Irish flag as a gift. When it became known that this flag was intended as a battle flag to be carried before them into battle, the Yankees exploded in anger. Suddenly the regiment was so disrupted by bitter feelings that they were removed from the Brigade and did not participate in the upcoming battle of Fredericksburg. The Irish served in the front line facing Marye's Heights, where they were slaughtered, but the Yankees (and Middleboro-ites) were held in reserve outside of town, and lived to fight on. Soon after this they were sent to Kentucky to serve the rest of their enlistment in the West. Thus it happened that Middleboro men were at Vicksburg.

Also at Vicksburg was George R. Eastman[1] with the 127th Illinois Volunteers. He fought under Sherman at Vicksburg, Chattanooga, Reseca, and Kenesaw Mountain, and to the very edge of Atlanta. There he was captured and sent to Andersonville Prison, later transferred t Florence, S.C. Did he realize that he had been serving with his future Massachusetts neighbors? After the war he married Priscilla Pratt of Spruce St., Middleboro. She had gone to Illinois to visit a married sister and to find herself a husband. However, George Eastman was never well after his war experiences, and was not a successful farmer. In 1870 they moved to Middleboro and lived on the Arvin Pratt farm on Spruce Street. Eventually they built a comfortable home on the corner of Smith St. and Bishup Ave., and he was the lamplighter for Rock Village. So, among our honored veterans there is one true Westerner.

Meanwhile other Middleboro men in the 9th Regt. fought in all the battles of the East. They were at Chancellorsville, and knew of the defeat and humiliation of Gen. Hooker for whom their training camp was named. They went on to Gettysburg, and fought in the vicinity of Little Round Top. And then they fought under Grant throughout the whole of the Wilderness Campaign. Their enlistments were up and they could honorably go home, but most of them reenlisted "for the duration."

In the whole war, the only campaign where no known Middleboro men were participating was in the upper

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[1] George Eastman was the grandfather of Ernest E. Thomas, who was a history teacher at M.H.S. and past-president of the Middleborough Historical Association.

Mississippi Valley from the battles of Fort Henry and Fort Donelson through the battle of Shiloh. Our cemetery flags represent the full horror and the glory of the Civil War.

After the war, the Middleboro Post 8 of the G.A.R. was named for Col. Ebenezer Peirce. Although he lived in Assonet, he preferred to travel with his faithful horse all the way to Middleboro for meetings. He suffered constant pain and great inconvenience from his amputated arm, and became very "difficult" toward people. His wife divorced him and his neighbors would have nothing to do with him. His mutilated uniform can be seen in the Old Colony Museum, Taunton. He was the highest ranking officer to have had Middleboro connections, and he served bravely if controversially.[1] In later life Col Peirce wrote many books, including town histories and a history of the local Indians. Legend says that his faithful horse is buried with him in the Assonet cemetery.

The townspeople of Middleboro erected a monument on the Town House lawn to honor its soldiers. (See the *Antiquarian*, Vol. X, Number 2.) What do you think about as you see this common soldier standing guard against the sky? Bruce Catton wrote:[2]

> The war had lasted for four years and it had consumed hundreds of thousands of lives and billions of dollars in treasure. It had destroyed one of the two American ways of life forever, and it had changed the other almost beyond recognition; and it ended as it had begun, in a mystery of darkness and passion. If no one could exactly say why it had come in the first place, no one could exactly say what it meant now that is was finished. (A century of reflection has not wholly answered either riddle.)...
>
> Of all men, Abraham Lincoln came the closest in understanding what had happened; yet even he in his final backward glance had to confess that something that went beyond words had been at work in the land.

On this Memorial Day we take time to give thanks for the veterans who represented Middleboro in the way that preserved unity and secured freedom in the United States of America.

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[1] For a study of Ebenezer Peirce, consult:
   a.) The *Middleborough Antiquarian*, Vol. VII, Number 3.
   b.) Osborne, *The History of the 29th Regiment of Mass. Volunteer Infantry*, Wright, 1877.

[2] Catton, Bruce, *Short History of the Civil War*, Dell, 1963. p. 258.

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# TWIGS & BRANCHES
of
Olde Middleborough
in
Plymouth County
Massachusetts
by
*MRS. CHARLES DELMAR TOWNSEND*
*Certified Genealogist*

## NOW AND THEN

by
Mrs. Charles D. Townsend

About a month ago I was surprised to read in our local Sarasota paper the obituary of a boy I went to grammar school with...in fact he lived next door to us for several years during school days. We were nearly the same age and as I started thinking about life as we lived it then...I was intrigued with the different ways of doing things and how times have changed. Children dressed so differently..knee pants and long black stockings and a cap. The shirt or blouse was frequently a gathered affair and tucked into the pants. Little girls wore cotton dresses, frequently gingham and with deep tucks in the hem so that they could be let down and passed on to the next younger child. Girls wore their hair either in one or two braids or as a Dutch cut and hair ribbons about four or five inches wide.

Many of the small country schools as well as the larger city schools had a separate entrance door for the girls and another for the boys. Each pupil had a wooden desk with a slant top in which were kept the school books and any personal belongings. Frequently the desks were made of oak and until the third grade there was a hole in the upper right corner. But when you entered the third grade you 'grew up' slightly and the subject of spelling was added to the list of studies. Like the game "anagrams" you used small cardboard individual letters and spelling the words out on your desktop was the lesson for the day. The other accomplishment was that the hole became filled with a little glass jar known as an inkwell and along with a steel pen was taught penmanship. If a boy sat in back of you and you had pigtails...you almost certainly had them inked at least once or twice.

You started school when you were five years of age and not a day before. The larger schools had two classrooms for the same grade and there were also special teachers who made periodic visits to assist the home room teacher to instruct the students in penmanship, singing, readings, drawing and so on. The country school was often a one room building and all the children studied together in the one area. A child who was anxious to learn would 'listen in' and often have a wider knowledge than the city students.

Small chairs were placed in a section of the room and reading lessons given and often rewarded with a gold or red star or a seal of some event or picture of a noted person. Report cards were given and conduct and attendance were carefully marked as well as the subjects being taught. Parents came to visit...particularly to see the little playlets or memorized verses and stories. Usually the mothers came and sometimes brought along younger children.

Clothing, that is outer garments such as coats, mufflers and leggings were hung on hooks outside the classroom door. Rubbers and rainboots or overshoes were placed at each side of your desk and under the metal leg support of the desk.

School days were well organized and each time and day of the week had its own task.

Seats were assigned to the pupils and the short children invariably tried to select their own seat and at the back of the room. The teachers quickly relocated the students who were too short to be seen from the front of the room. I lived near enough to the school so that at least some of the time I came home for lunch. At other times I apparently took my lunch and ate at an assigned area in the school basement.

Teachers in the lower grades were often given small gifts such as fruit, a piece or two of candy or some small bit of bric a brac. It was not unusual in the one-room schoolhouse to find brothers and sisters in the same classroom and even in the same graduating group or class.

Transportation was by so-called shanks mares and regardless of the weather or the distance travel to school was on foot. The only exception might be the farm wagon that was driven into town and the trip might coincide with the time the children were to go to school.

As the students grew older boys became aware of the girls and considered them something other than a pest or nuisance. It became the style to walk a girl home and to carry her books for her. I recall two boys who were inseparable...they were cousins and where you saw one, you saw the other. It took both of them to walk me home and I don't truly know which one of them was my escort.

Dress codes changed and the boys graduated to long trousers and a regular style shirt like his dad's. Girl's clothing changed too and became quite original in design and of course the dress of the parents changed also.

Holidays were important and most of them were observed in some manner. Perhaps a poem was learned with several students learning separate verses and reciting them in order. Or perhaps a small playlet was acted by members of the class. Of course Flag Day meant a parade. School was dismissed and the line of march was selected and each child carried a flag held over his or her shoulder. The parents, neighbors and friends all lined up along the sidewalk to see the pupils marching. Some of the teachers marched also but not all of them.

We also drew posters of pictures of historical events, and the schoolroom windows were always covered with drawings depicting the holiday or event in question. You had school clothes and work clothes and also play clothes and when you came in from school you immediately changed into play or work clothes depending upon what the schedule was.

It is quite interesting to recognize what can be learned in the way of information by thinking back on your activities as a child. Of course the area in which you lived colored your activities. The nationalities, the occupation and the climate all have their effect upon wh[illegible] is learned and observed by the children in a community.

## HALLEY'S COMET

Among the myriads of notes concerning historical events made over many years of clipping and cutting, mostly from the Middleboro Gazette, popped up this very timely comment on Halley's Comet, the last time 'round in 1910.

Middleboro Gazette May, 1910

"Much interest in the fact that Halley's Comet was visible for the first time in seventy-five years. There were many vantage points in Middleboro where the comet could be seen plainly, but one of the most popular was the Center Street bridge near Washburn's Mill, and it was populated every night as the citizens gazed skywards.

Mr. Elisha T. Jenks, who owned a powerful telescope, trained it on the comet nightly and many of his friends were invited to enjoy the privilege of sighting the phenomenon of the skies."

The comet must have been much more visible in 1910 than it is in the year 1986. In a recent book by Iphigene Ochs Sulzberger of memories of life with her father Adolph Ochs, owner and publisher of the New Y[illegible] Times, on page 56 she writes, "The year was 1910 and Halley's Comet was in the sky—a superb sight, a great tail of light that stretched across the heavens."

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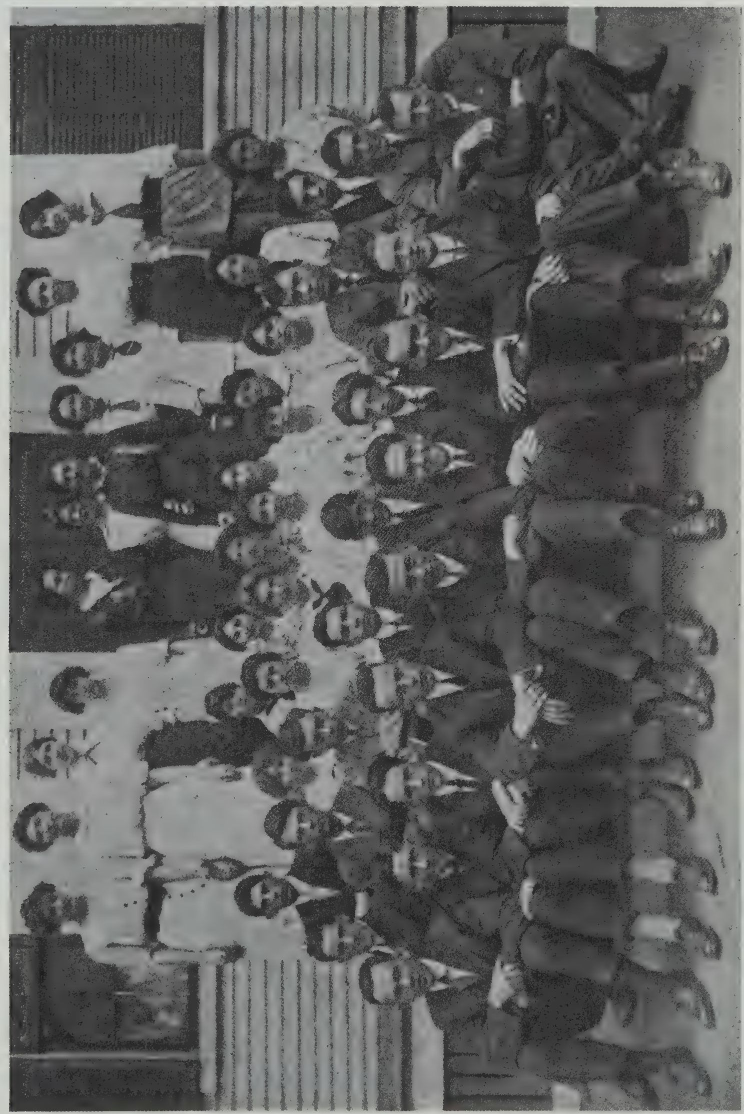

MIDDLEBORO HIGH SCHOOL CLASS 1914
The late Austen L. Beals, father of Robert M. Beals, third from right.

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VOLUME XXV JULY 1986 NUMBER 1

**THE WHISTLE HOUSE JUBILEE**
**June 20, 1981**
Photo by Clint Clark

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## A NORTH MIDDLEBORO HOME

The North Congregational Church of North Middleboro issues bimonthly a most interesting publication, containing local news of the members and of the church. In almost every issue there is an historical article which has been well worth preserving as local history.

In the January-February number is a fine article about Shawmut Farm, better known in recent years as the Emila Van Steenburgh home on Vernon Street. Mrs. Van Steenburgh was a woman of great charm and historical knowledge, loved, admired and respected by her friends and acquaintances in Middleboro. She was a founder of Nemasket Chapter, D.A.R., of Middleboro.

## HISTORY OF SHAWMUT FARM

Read by Mrs. Emila Van Steenburgh at
Middleborough Historical Society, October 27, 1937.

Mr. Crapo, our president, has asked me to tell you about the house where I live. We think that it is one of the older houses now standing in Middleboro. My grandfather, Nathan Williams, became the owner, living there in 1848. Previously, it was the home of his sister, Phebe, who married Jonathan Leonard, who died in 1841. Jonathan's mother, Hulda Dean Leonard, conveyed it to him on October 19, 1793. I found the deed at Plymouth, which says, "in consideration of 84 pounds and 2 pence, a lot of land and buildings in Middleboro in Titicut given to me by my honored mother, Mary Dean, 28 acres more or less, adjoining the Great River." Jonathan Leonard's father, Joseph Leonard, lived here and died October 11, 1793. Both these Leonards were Revolutionary soldiers and are buried in Titicut cemetery near the back of the church. They were descendants of Solomon Leonard of Bridgewater, but not related directly to the Taunton and Middleboro Leonards.

Jonathan Leonard had one son who married and lived here after his father died. He was called young Jonathan. He was drowned February 16, 1848, crossing the river in front of the house. It was the usual thing then to walk to [illegible]unton when the river was frozen. His sister composed 24 verses about his drowning, and my mother could remember her going from house to house selling them for the benefit of the widow and the children. Here are some of the verses:

His body in the water laid
It was two months or more
But God at last ordained it so
That he should float ashore.

His family he has left behind,
He has left three children dear.
I hope the Lord will teach them all
To love and serve Him here.

He was his father's only son,
The Lord had given him,
And now they have gone and left this world
I hope they have met again.

Now seven sisters he has left
And we all mortals are.
May we in God now put our trust
And for our death prepare.

Previous to Jonathan Leonard living there, in 1777-1778, our Middleboro history states that "The Leonard house on Vernon Street, Titicut, was used as a pest house." It was considered an old house at that time. We know of two men dying there, the first being Stephen Richmond. His temperament and disposition were such that he was not esteemed by the people as some of the "loyalists" were, but was generally known as the "damned old Tory." He was the first to die and was buried in the corner of the field in front of the house. Later, a Mr. Thomas Paddock contracted small-pox and came to the house feeling that he would die. He asked not to be buried in the same man's land as the "Damned Tory," so was buried in the next man's land, perhaps 50 feet away and over the stone wall from the Tory. Mr. Paddock has a slate gravestone. At the present time, it is crumbling. He was a Revolutionary soldier and has a S.A.R. marker. The stone is engraved as follows:

> In memory of Mr. Thomas Paddock who died with small pox, April 12, 1778, in his 45th year of his age.
>
> In glory Christ unites the just
> Tho' distant graves divide their dust,
> When friends do part, or where their graves do fall
> It matters not, to die in Christ is all.

The land where he is buried is now owned by Mr. George Green. Not long ago, I found the grave of his wife in Thompson Hill Cemetery near Precinct Church, Lakeville.

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXV 1986 NUMBER 1
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This farm where the house is was part of the Titicut Indian Reservation and did not become a part of Middleboro until 1675, 14 years after its first purchase. The Indians retained exclusive use of it until it was purchased for 12 pounds from the Indians—Owen, alias Thomas Hunter and Po-pen-no-hac, alias Peter. The house was first built as a Cape Cod cottage, two front rooms and front door. Later, another front door and front room were added making the house 60 feet long.

Jonathan Leonard had 11 children and needed more room. I think the addition was made about 1800. I can remember it as a long house with three front rooms and two front doors, with side lights of glass, two skylights in the roof, two granite door steps and a front fence. My father remodeled it in 1884, and so it remains. Up to that time there were seven fireplaces and two brick ovens, as well as an iron kettle set in brick for boiling clothes and making soft soap.

At present we have five fireplaces. Some of the rooms have the original woodwork with wainscoting and fancy dental cornice which is well preserved—corner posts, long narrow mantels, narrow door and window casings, chimney cupboards. It is lathed with split boards and the outside is boarded up and down with two-inch planks, all out of plumb and level, which points to the age of the house, which I think was built in 1730.

I have found one deed from Benjamin Shaw, January 10, 1798, to Jonathan Leonard, which says, "bounded on westerly by cartway leading to Leonard's House." This lot was always spoken of as "Ben's Field," as late as my father's day.

I know of nine generations of my family who have been in the house:

1. Mary Dean, wife of Seth Dean (3) died 1683
   son of Ezra (2)
   son of Walter (2)
2. Hulda Dean, wife of Joseph Leonard
3. Jonathan Leonard, Sr. (wife was Phebe Williams)
4. Jonathan Leonard, Jr.
5. Nathan Williams (brother of Phebe Williams, Married Lucy Hall)
6. Augusta G. Williams, married Elbridge Gerry Shaw
7. Agnes Shaw Leonard
8. Katherine Leonard, married George W. Clemson
9. Susan, Marion, Katherine Clemson

We are deeply grateful to the editors of the Congregational Courier for the privilege of re-printing Mrs. Van Steenburgh's address.

## Fourth of July Parade—North Middleborough

By Robert M. Beals

President, Middleborough Historical Association, Inc.

One of the annual events that has occurred in Middleborough for many years, and that draws outstanding attention from people far and wide, is the Fourth of July Parade in North Middleborough. Actually, the custom began in Rock Village prior to 1930, when a few young people paraded through the village on the morning of the 4th in a variety of costumes. This parade was received with such enthusiasm that a group of young ladies of North Middleborough decided that they could do equally as well. The parade has been presented every year since, except for the World War II years.

I missed this parade for a number of years while I lived in the Boston area, but am happy to be back and actively participating, as President of the Middleborough Historical Association, and riding on its 1934 Maxim pumper. This apparatus is a product of a Middleborough manufacturer, and served for about 40 years on the local fire department.

Doll Carriage Entry. Following is a Chevrolet truck with "Sewing Circle 1849-1939" entry. Photo by Robert M. Beals.

The North Middleborough community is usually a very quiet area. During the warm months of the year, many residents can be found mowing or gardening, or just enjoying the comfort of a shade tree or sheltered porch on a particularly warm day. Other than activity at the Pratt school playground or the Train Museum, and an occasional car on Plymouth Street, the village is a picture of serenity.

What a change takes place on the morning of July 4! People and cars line Plymouth Street early in the day, all the way from the village green to Titicut Street. Parade units,—marching bands, floats, colorful people in costume, and others form in designated areas. Vendors are everywhere, selling ice cream, soft drinks, balloons, and other novelties.

Onlookers in the area of Routes 18 and 28 check their watches for ten o'clock when the parade is due to begin, and strain their eyes and ears for the first sight and sound of the police escort.. Very soon, cameras will be recording this historic event. As the parade approaches Bedford Street, traffic is stopped, and many people leave their cars to see "what's going on!" Frowns turn to smiles, and the efforts of the parade participants are warmly applauded. A number of people wait to see the parade a second time after the turn-around at Titicut Street.

**Float depicting the Pilgrims going to church, following a truck lettered, "Going to Church." Photo by Robert M. Beals.**

My late grand-father, Walter L. Beals, was not only Treasurer of the Middleborough Cooperative Bank for over 35 years, but also a commercial photographer. He loved to take pictures of "color," usually using slide film, so that the results could be projected on a screen to bring out greater detail. He photographed many scenes around the Middleborough—Lakeville area, as well as fall foliage in the White Mountains. On Veterans Day, formerly Armistice Day, he could be generally found "snapping away" at the parade at the intersection of Center and Oak Streets. Another favorite was the 4th of July Parades in North Middleborough. Four of the pictures on these pages have been reprinted from slides that grandfather took in 1939—46 years ago!

**Middleborough Historical Association's 1934 Maxim with hood raised after the 1984 parade. The writer is shown with the cash award presented to the Association.**

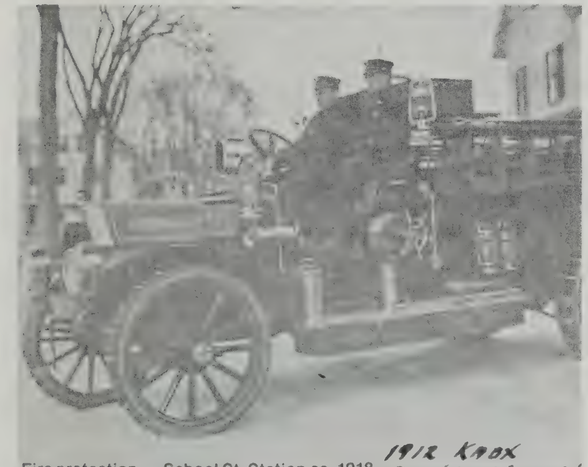
## MIDDLEBORO FIRE DEPARTMENT

by Robert M. Beals

### Part II

In 1914, Middleboro was ready for a second motor hose wagon. In the preceding two years, many problems had occurred with the Knox, and C. W. Maxim, who was Chief Engineer of the Fire Department at the time, felt that he could build a better vehicle. The Fire Engineers concurred and contracted for the first Maxim fire truck,—a very modern four-cylinder chain drive apparatus with pneumatic tires at a price of $2,500.00. On May 12, 1914, the new truck was delivered and accepted by the Town of Middleborough.

C. W. Maxim, in addition to being Chief Engineer of the Fire Department, operated a wood-working business, beginning in 1888 on Vine Street, and later moving to Cambridge Street. He was the first owner of an automobile in the town, and after other local motorcar enthusiasts purchased various makes, they came to him with their problems. "C. W." had a way with "things mechanical." He added to the barn on Forest Street where he resided, but in 1907, additional room was needed. In that year, he purchased the recently defunct Middleboro, Wareham and Buzzards Bay Street Railway car barn on Wareham Street, and the new automobile business moved to this location under the name of Middleboro Auto Exchange. This is where the first Maxim fire engine was built. Several of the first models were built and sold in the New England area. The wood-working shop on Cambridge Street was discontinued since the new company was very definitely in the fire apparatus manufacturing business. Within a short period of time, the business was expanded to include ladder trucks and pumpers.



Fire protection — School St. Station ca. 1918 1912 Knox Combination N

### 1912 Knox

The Knox combination truck was built in Springfield, Mass. It had right-hand drive, was Middleboro's first motorized apparatus, and purchased at a cost of $5,003.00.

Carlton W. Maxim was active in the Fire Department all of his adult life. He began as a member of Hose Company No. 4 on the West Side in the days of hand-drawn apparatus. He was made captain of the company and later was a member of the Board of Engineers. In 1912, he became Chief Engineer, and in 1920, was appointed Fire Chief. He served in this capacity until 1929.

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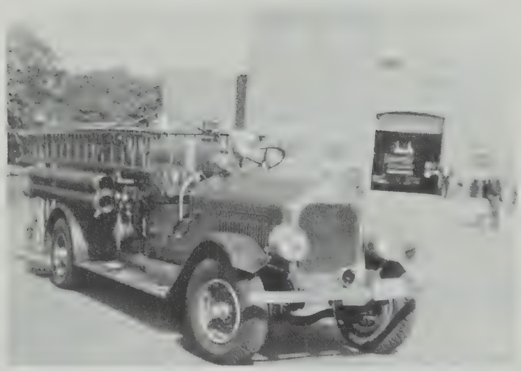


**1928 Maxim Pumper 750 gpm**
**125 hp engine 6 cylinder Buda engine**
**Middleboro Fire Department**
Photo by Robert M. Beals

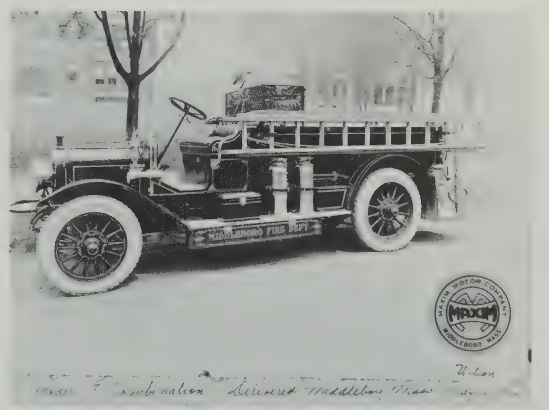
In 1915, Middleboro purchased its first motorized ladder truck, a Maxim "Cities Service" unit, that was not only equipped with a variety of ground ladders, but also with chemical and booster equipment. In 1920, the first motorized pumper was purchased that was capable of 500-gallons per minute. Also in 1920, the Fire District was abolished, the Fire Department was re-orgainzed, and Carlton W. Maxim was appointed the first Fire Chief. He had served as Chief Engineer from 1912 to 1920. He served as Fire Chief until 1929.

In 1928, a new Maxim 1000-gpm pumper was added to the department. The 1914 Maxim was used in those days as a brush truck. It carried individual water tanks with hose and nozzles for the fire fighters to strap on their backs, and the body of the truck was equipped with bench-type seats for them to ride on.

Early in this century, the fire alarm system of Middleboro comprised two steam whistles and a huge bell in the Town Hall tower. The bell was equipped with a heavy clapper which struck the outside of the bell. At that time, the section of the dome of the Town Hall that has circular windows, served as a look-out for forest fires. One of the steam whistles was at the Wareham Street electric light plant and the other at a steam-powered mill on Cambridge Street. When they were taken out of service, the fire alarm system was revived. The Town Hall bell was replaced by an air whistle, and its counterpart was installed in the whistle house on Vine Street. The Town Hall forest fire observatory was abandoned with the construction of a steel tower on Barden Hill.

To those who lived on the easterly side of the town, the West Side whistle was an echo of the Town Hall alarm, and on the westerly side it was the Town Hall which, seemed to lag, due to the relatively slow speed of 1,100 feet per second at which sound travels. Primarily, the Town Hall and West Side whistles were used to alert call men. In recent years, the men have been issued portable radio receivers, locked into the frequency of a transmitter at the Central Fire Station. For many years, the whistles sounded twice a day, so that local residents could check their clocks and watches at noon and 7:00 P.M. In 1977, the audible alarm system was discontinued.

In 1934, Middleboro purchased two additional Maxim pumpers; the 500-gpm, previously mentioned, that now belongs to the Middleborough Historical Association, and a 750-gpm truck that served until 1961 when it was traded in on a new Maxim "S" pumper.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**Middleboro Fire Department**
**Model F Combination**
**Made by Maxim Motor Company**
**Middleboro**
Photo by Robert M. Beals

The Middleboro Town Report of 1945 lists the following apparatus on the Fire Department.

| | | |
|---|---|---|
| Engine One | Maxim 500-gpm | Purchased June 20, 1920 |
| Engine Two | Maxim 1000-gpm | Purchased April 23, 1928 |
| Engine Three | Maxim 500-gpm | Purchased March 29, 1934 |
| Engine Four | Maxim 750-gpm | Purchased March 29, 1934 |
| Ladder Four | Maxim C.S. | Purchased Oct. 11, 1915 |

In 1946, a Maxim 750-gpm Quad was purchased and the 1915 "C. S." was removed from service. The new truck was equipped with a large quantity of ground ladders, a 750-gpm pump and booster equipment. In 1954, the Fire Department purchased a 500-gpm pumper from Maxim Motor Co. that was fabricated on a Dodge commercial chassis. In 1955, a Maxim 65-foot straight frame aerial ladder truck was purchased, and in 1966, the "Quad" was shortened and converted to a 75-gpm pumper. Both the 1954 Dodge/Maxim pumper and the Maxim aerial ladder are still in active service; the former is located at the South Middleboro Station. The aerial was converted to diesel power with an automatic transmission, and remains on the department roster as Ladder One.

At the annual town meeting in March of 1961, voters authorized the purchase of a new Maxim "S" pumper. The new truck was delivered in November of that year, and shown to the residents of the town during the Veterans Day Parade. It is equipped with a 1000-gpm pump, 500-gallon water tank, and a device for making foam for use against oil and gasoline fires. This truck is presently quartered at the South Middleboro Station with the Dodge Maxim pumper and 1966 International Maxim brush breaker.

Since then, more apparatus has been added to the department, including patrol vehicles with booster equipment, and new pumpers in 1973 and 1975. A new brush breaker was delivered by Maxim Motor Co. in December 1984. In July 1985, the department received a new Chevrolet truck, on which the firemen installed the necessary equipment, including water tank, pump, hose, tools, etc., for fighting fires. Also on the apparatus roster is a rescue truck equipped with "Jaws-of-Life" rescue tool, and a boat and trailer. Improvements have also been made to the station house. The front of the watch room has been "sealed in" with the installation of a permanent wall. The Chief's office has been moved to the first floor into a room that was formerly used for battery storage. A new roof has also been put on the building. Both the Central and South Middleboro stations are manned 24 hours a day.

Future plans, according to Chief Oliver, call for the purchase of a new pumper sometime during 1986.

## ACKNOWLEDGEMENTS

History of the Town of Middleboro by Thomas Weston
History of the Town of Middleboro, 1905-1963, by Mertie E. Romaine
The Middleboro Gazette
Walter Thompson
Joseph Freitas, Jr.
Chief Joseph F. Oliver
My late father, Austen L. Beals, whose volumes of newspaper clippings on Middleboro are now in my possession.

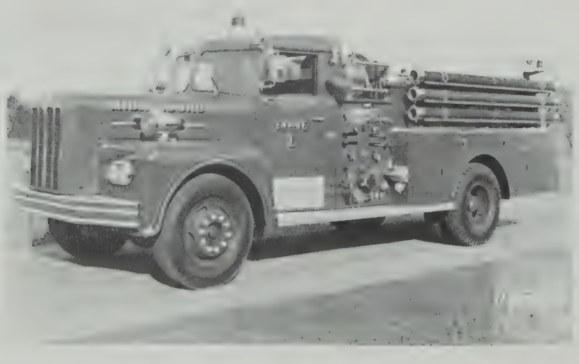
The above picture was taken at the School Street station many years ago when the Fire Department exhibited trophies won in field day events held in competition with firemen of nearby cities and towns when awards were presented for excellence in hose coupling and ladder raising. Left to right: Harry J. Riggs, John W. Williams, Walter H. Grant, Chester V. Churchill, William S. Winberg, Chief Carlton W. Maxim, Walter E. Haskell, Jr., Captain Fred Ryder, S. Forrest (Sam) Long, Howard A. Hopkins, and Eugene LaPlante.

Chiefs of the Fire Department have been as follows:

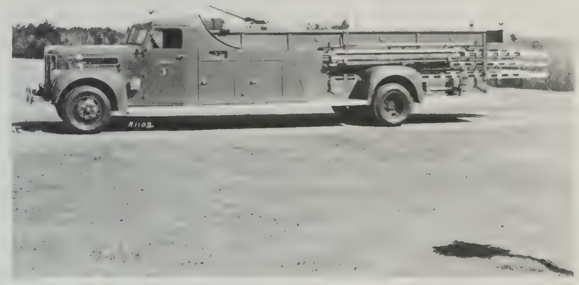
William S. Pierce, 1853-1859
Henry H. Shaw, 1859-1871, 1873-1879
Calvin D. Kingman, 1871-1873
Sylvanus Mendall, 1879
Cyrus M. Vaughan, 1879-1880
William B. Wood, 1880-1882
Charles W. Drake, 1882-1884
Walter M. Snow, 1884-1889
Eugene P. LeBaron, 1889-1893
Charles W. Kingman, 1893-1912
Carlton W. Maxim, 1912-1920

The above had the title of Chief Engineer. Since the department was re-organized in 1920, the title has been Fire Chief.

Carlton W. Maxim, 1920-1929
George A. Philbrook, 1929-1937
Fred M. Ryder, 1938-1943
Bertram Tripp, 1943-1961
Walter H. Grant, 1961-1966
Joseph Boucher, 1966-1967
Walter Peterson, 1968
John B. Rogers, 1968-1976
Francis A. Robidoux, 1976
Joseph F. Oliver, 1976-Present



1961 Maxim 1000 gpm Pumper style



**1946 Maxim Ladder Truck**

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Notable fires in Middleboro over the years.

| | |
|---|---|
| Alden Walker & Wilde Shoe Factory, Clifford St. | Oct. 1904 |
| The Jones Block, North Main Street | Dec. 1905 |
| Alger Box Factory, Alden Street | April 1928 |
| Bates Junior High School, South Main Street | Sept. 1954 |
| Red Coach Grille, Traffic Circle | Nov. 1960 |
| Picone's Dairy Barn, Plymouth Street | Oct. 1962 |
| Art's Auto Agency, East Grove Street | Feb. 1965 |
| Eugene's Restaurant, East Grove Street | Feb. 1965 |
| Field House, Pierce Playground | Apr. 1972 |
| George E. Keith Shoe Factory & other nearby buildings | Dec. 1974 |

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The School Street fire station was used to house apparatus until 1926 when a new, modern brick building was constructed on North Main Street, and dedicated on December 30th of that year. The building was made possible by a gift from the trustees of the Peirce Estate. The town appropriated $15,000 and the Peirce Fund provided over $76,000 for the lot, building, furniture, and landscaping.

George A. Philbrook
Fire Chief 1929-1937

Mr. Philbrook was connected with the Fire Department for 36 years, beginning when he joined old Hose Company No. 6. In 1929, he succeeded Carlton W. Maxim as Chief. He was employed by the town of Middleboro for fifty-one years in the gas and electric department, and was superintendent and manager from 1902 until 1945.

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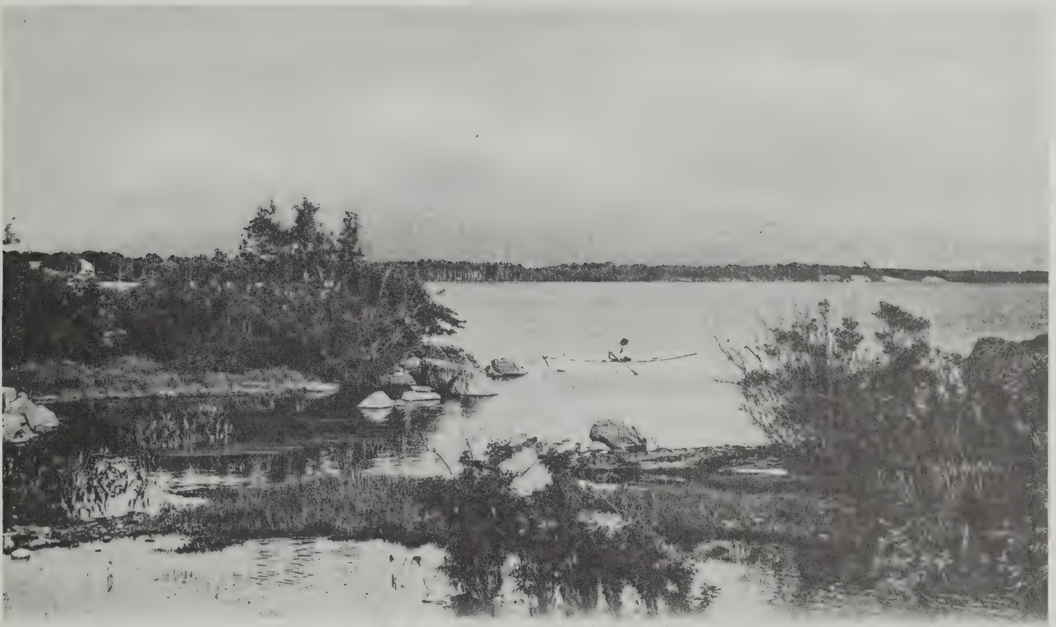
VOLUME XXV NOVEMBER 1986 NUMBER 2



LAKE ASSAWAMPSETT AT HEAD OF NEMASKET RIVER

View of Lake Assawampsett at point where lake flows into Nemasket River, and where gate house was located.

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## THE NEMASKET RIVER

by Dorothy Thayer

### *Basics About the River*

The importance of the Nemasket River can be traced throughout the development of Middleboro. Generations of Indians and early settlers were provided food and water from the river. The early industries were furnished water power for their grist mills, saw mills, furnaces, and forges as were the later industries of cotton mills and shovel works. The herring's use of the river for centuries as part of their mysterious migration route to spawn still governs what changes will be allowed in the river today.

The name of the Nemasket River, often spelled Namaschet or Namasket, came from the Nemasket Indians who lived in this area. The word Nemasket was probably derived from two Indian words "Nemah" meaning "a fish" and its terminal "et" meaning "The place of" . The area was called Namasket until 1669 when the town was incorporated as Middleberry, later spelled Middleborough or Middleboro.

The course of the river begins at Lake Assawompsett, which is the largest natural body of fresh water in Massachusetts. The Mouth and the first few miles of the river were located in the western portion of Middleboro until 1853 when the town of Lakeville was incorporated and that section of the river became part of that township. The rest of the river twists and turns through Middleboro where it finally empties into the Taunton River.

The river was also called Canal River and the land, lowland and swamps, through which it flowed was called Canal Swamp.

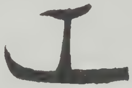
A map shows how the system of lakes, ponds, and rivers of which the Nemasket River is a part, provided a convenient water highway between Buzzards Bay and Narragansett Bay. The connections would be from Lake Assawompsett, north to the Nemasket River, into the Taunton River, through Assonet and Mt. Hope Bays to Narragansett Bay. Then from Lake Assawompsett, south to Pocksha which serves as a link with Great Quitaccas, a brook from Great Quitaccas to Snipatuit Pond in Rochester drains through the Mattapoisett River into Buzzards Bay. Several other ponds and many swamps occur in the immediate vicinity of Assawompsett adding the belief that the aboriginal occupants of Cape Cod or Rhode Island shores could move easily to fish on the inner lakes or hunt in the interior forests.

Excavations by Dr. Maurice Robbins of Attleboro at the area near the mouth of the Nemasket River have revealed an Archaic Village in Middleboro that dates back to at least 2300 B.C. This date was substantiated by radio-carbon materials found:

one hearth dated 2293 years B.C.
charcoal from four burials dated 2341 years B.C.

A rock located to the east of the mouth of the Nemasket River revealed only when the waters of Lake Assawompsett are low showed a mysterious sign of the presence of a Mediterranean people. ". . .its underwater position proves that it had to be carved more than 2000 years ago, when the waters of the oceans of the world were much lower than they are today."

Does the rock carving below reveal a Viking ship or a Phoenician ship?



Ship carving on a stone in Lake Assawompsett

Charles Michael Boland in *They All Discovered America* says:

> it's a Phoenician ship carved on the rock by some nameless, awe-filled Indian who saw the ship more than 2000 years ago and was moved to record its presence so that others might see the evidence of his strange vision. I say its Phoenician because it shows a yard at the tops of the mast. Viking ships lowered their sails, yard and all, when at anchor. The Phoenicians used a furling method similar to that used on later sailing ships: the sail was furled by being drawn up and fastened to the yard. When the ship was at rest, its silhouette presented a "T" shape as opposed to a single stick of mast thrust up into the sky.

This description coupled with the fact that Phoenician merchant ships of 80-100 feet long with a single square sail had stern that turned upward rising above the water add strength to the theory that the ship carving is Phoenician.

### *Indians on the River*

The two major Indian settlements on the Nemasket River were at Waupaunucket located at the river's headwater area and the Muttock located about three quarters of the way down the river. The Indians erected a fish weir at the Muttock and used nets made of bark from a kind of willow-tree, rushes, and strong grass to catch fish.

MIDDLEBOROUGH ANTIQUARIAN
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The fish, called herring or alewives, were used as food. They were either boiled in a pottage of corn and kidney beans or smoked and dried for the fall and winter. In the spring the Indians used fish from the river to fertilize the soil. A herring buried five or six inches deep covered with two inches of soil, then kernels of corn planted on top of it made a better harvest. Even after the town was incorporated (1669) the Indians were allowed to take fish from the river.

The Indians also used the river as a means of transportation. One can just imagine them paddling their canoes up and down the Nemasket. Muttock Hill near the river was the location of an Indian burial ground. The Muttock was one of the favorite resorts of King Philip before the Indian War. It was not until 1734 that the Indians living on this settlement petitioned the General Court to sell their land, which had become unprofitable because of long periods of cultivation and the scarcity of game in the vicinity. The petition was granted and the Indians moved on to Titicut in North Middleboro on the Taunton River.

### *Early White Settlers on the River*

The early English settlers of the Nemasket River area used the river for food and water as had the Indians. They crossed the River at the Wading Place, which was a shallow point in the river, in order to meet the Indians and communicate with them. Most Indian paths started or converged at this "Wading Place" and in later years a road to Plymouth would go over this same spot.

When parcels of land were purchased from the Indians in the 1660's, the river was often listed as a boundary, as were other familiar landmarks. The Purchade Purchase stated

> Know all men by these presents that I jsias Sachem have and by these presents doe bargaine sell allien and dispose of; in the behalf of myself and such other Indians as are Interested therein; a Certaine nocke of Land Comonly Called Pachaeg pond bying and being between Namassakett River and a certain Brook that falleth into Titicutt River; namely the most westerly of the three Smale brooks that doe fall into the said River and bounded on the south by Certaine Swamps and low valleys that goe from the said Namassakett River on the east unto the above said brook with all the woods waters meddows and all privileges and appurtenances therunto appertaining and belonging unto Major Josias Wenslow for himself and other English; and alsoe all the meddows lying on the westward syde of said Namassakett River. . .

As early as 1662, land was set aside from the Twenty-Six Men's Purchase for a cemetery. It was located high up on the eastern bank of the Nemasket River at the Muttock part of town. The cemetery has been referred to as The Hill, Old Burial Hill, and the Nemasket Hill Cemetery. It was not located beside a church as were many early New England cemeteries. Inscribed stones were not used until the latter part of the Seventeenth Century. Before that graves were marked, if at all, by ordinary rocks placed at the head and foot of the grave.

The earliest graves that are still identifiable today are those of Rev. Samuel Fuller (1695) and John Tomson (1696). Mr. Tomson will be mentioned later in this paper. The original tombstone is kept at the First Church of the Green for Rev. Fuller, but a copy of Tomson's stone in the cemetery carries the same epitaph which states

IN MEMORY OF
LIEUT. JOHN THOMSON, WHO DIED JUNE 16TH, YE 1696
IN YE 80 YEAR OF HIS AGE.

This is a debt to nature due;
Which I have paid and so must you

In 1881 a cistern was put in the cemetery from which water could be obtained to wet the lots whenever needed.

By an act of legislature on March 24, 1885, the Nemasket Hill Cemetery Association was created. It would become the oldest and largest in town.

One of the early settlers of Middleboro, Samuel Barrows, built a dam across the Nemasket River fifty rods above the present Star Mill and erected a grist-mill. This was before the outbreak of the King Philip's War. So already the waters of the Nemasket were being used for mill power.

Around 1919 a footbridge was constructed over the Nemasket River to the cemetery. This would shorten the walking distance to the cemetery by two miles. A long flight of wooden steps were also built up from the river bank to the cemetery. The funds for the project were raised through public subscription and aid from the Nemasket Cemetery Circles which was a group of women from the Warrentown section of town who worked for some worthy cause.[11] The footbridge is no longer there, but remains of the steps can still be seen.

Soon after the town was incorporated in 1669 to comply with an act of the General Court written in June 1653 requiring all towns in the colony to provide a place for defence of theire town" the men of Middleboro built a fort on the western bank of the Nemasket River, not far from the old Indian wading-place.

*King Philip's War*

Although the King Philip's War began on June 24th, 1675 in the town of Swansea, there were several occurrences that confirmed the fears of the Middleboro settlers that unrest was at hand and war inevitable. One occurrence was the discovery of the bruised body of the Indian John Sassamon under the ice of Assawompsett Pond in the year 1675. Sassamon, whether the secretary or not of King Philip was authorized to write his letters on public affairs. When Sassamon, a Christian Indian, learned of his countrymen's conspiracy against the English, he went to Plymouth to warn the governor.

Many of the inhabitants, who lived quite a distance from the center of town, thought it unsafe to stay at their farms and moved into the fort. One of the families who came to the fort on the Nemasket River was that of John Tomson. Tomson was the commander of the company at the fort. Early in June a band of warriors was seen from the fort on the opposite bank of the river near "hand rock," which contains the impression of a man's hand on it. For several days the Indians made insulting gestures and remarks at the fort trying to provoke an attack. One story says Thompson (modern spelling) after thinking of his burned farm, lifted his long barrel musket, aimed, and shot the Indian dead. After observing the Tomson gun on display at the Old Colony Historical Society in Taunton, the approximate seven foot, twelve pound gun would fit realistically into the second story. That Tomson conferred with the men of his company and after careful consideration chose Isaac Howland, a good marksman, to attempt to shoot the Indian. "Howland resting the gun upon the shoulder of a comrade" aimed, fired, and mortally wounded the Indian. The shot went approximately 852½ yards.

Revenge by the Indians began with the burning of Samuel Barrows grist-mill just a short distance down river from the fort. Many of the houses were burned next. After several weeks, the inhabitants of the fort left for Plymouth. The abandoned fort was also burned, but a plaque marks the spot. Since most the the town was destroyed during the King Philip's War so were the records. The colony records, however, are still available.

*Industries on the River*

After the people returned and the town was rebuilt, the importance of the Nemasket River became that of supplying water power for the many mills set up on its banks. Although dams and accompanying mills were built in the 1700's, the boom of the industries on the river took place during the beginning of the Nineteenth Century. The dams were located in three major places on the river, the Upper Factory on Water Street (Wareham Street today); the Star Mill or Lower Dam or Lower Factory (location of Winthrop-Atkins Company today); and the Muttock or Oliver's Mill (Oliver Mill Park today). There was a dam on the river near Murdock Street where John Warren built and maintained a grist-mill, shingle-mill, and sawmill, but after his death they were destroyed. Since these other three areas had the most influence on the growth of Middleboro, for that reason they were researched for this paper.

*Upper Factory*

The dam at the Upper Factory was built about 1762. Over the years a forge, cotton factory, grist mill, shovel mill, and saw mill were powered here by the Nemasket River. The forge operated for approximately 70 year During this time the ownership changed several times and was rebuilt after being partially destroyed by fire in 1785. In 1813 a cotton factory was erected under the name of the "New Market" Manufacturing Co. An act of legislation created this company for the purpose of manufacturing iron, cotton and woolen cloth, and yarn with power to hold real estate not exceeding $50,000 and personal estate not exceeding $150,000. Among the incorporators was a man named Peter H. Peirce, whose heirs have made a great contribution to the town of Middleboro that will be written about later in this paper. The cotton factory did well until the depression of this industry in New England forced them to abandon it. The company then passed into a copartnership (1864) known as the Nemasket Manufacturing Company.

A store and grist-mill were located here for many years. Colonel Peter H. Peirce was among the leading business men connected with this company too. The company was sold to others in 1867. The new proprietors expected to spend $40,000 for new machinery. This was a sizeable sum when one noticed ads in the same newspaper for blankets costing $4.25, white shirts for $4.50, and umbrellas for $.75 each. The article further stated that the shovel business would employ between 50-100 people.

In a referendum to the town warrant in 1867 wa change in the location of the herring way at the Upper Works. The shovel and hammer shops were located very near the present channel. The new canal will be cut through a few rods east of the works. The company would cut the canal while the town expense would be the moving of the bridge. The shovel mill, however, was destroyed by a fire in 1868. The ruins of the burned mill remained well into the 1900's.

The Clark and Cole sawmill established around 1888 on this same dam was the largest one in the center of town. As the iron industry became the second leading industry in Middleboro and the shoe industry became the leading one, the sawmill's products of wooden boxes for shipping of boots and shoes made it a thriving local business. The very wide boards produced by the mill's up and down saw were in great demand for the building of houses. The output of lumber is said to have been a million feet a year and boxes shipped by the carload every day. With the coming of paper cartons, the box business declined and in 1909 the firm went bankrupt. The property was sold at auction in 1914 to Judge Sullivan who later sold it. The Lobl Manufacturing Co., makers of surgical and hospital supplies was established.

*TO BE CONCLUDED IN THE NEXT ISSUE*

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## SITTIN' & THINKIN'

A Book by Ted Davis of North Middleboro

Once upon a time, not so many years ago, there was a young man living in North Middleboro who became a cripple, and the best thing he did after that happened was "Sittin' and Thinkin'." This young man was Ted Davis (formally known as Theodore) who lived with his parents and three sisters, Marjorie, Minnie and Florence on Plymouth Street in North Middleboro. Florence was employed in the Middleborough Trust Company for many years, and Marjorie owned the popular Wayside Inn in Chatham. As Ted sat in his wheelchair day after day, sittin' and thinkin', his mind became occupied with memories of his life and he jotted them down, notes which eventually turned into a book. He vividly brought forth pictures of rural life when neighbors were neighborly and roads were dirt roads with deep ruts and without automobiles.

Ted worked for thirty years at the Walk-Over plant in Brockton. One day he walked a bit lame and thought he had hurt his ankle. The lameness persisted and eventually crept over his entire body until he was practically helpless. However, his mind remained very alert.

He begins his reminiscences with thoughts of the rural store in North Middleboro, perhaps Eleazer Caswell's store, where everything for man or beast was for sale. The rural postoffice occupied one corner of the store. Around the big stove in winter or on the steps in summer, issues both local and national were discussed pro and con with equal candor.

A cigarette smoker in those days was considered a social outcast, and only two brands of cigarettes were displayed. Open tubs of butter and lard were tilted against the wall back of the wrapping counter where the scales and coffee grinder rested. A round cheese, large as a grindstone, was placed too near the barrel of crackers for profit. The one and only public telephone hung on the wall in the corner. The old store caught fire one day and through the valiant efforts of the bucket brigade, the cellar was saved intact. A new building was erected on the same site, but it lacked the glamour and charm of the old store.

Checkers was a favorite sport on winter evenings around the big stove. Austin M. was considered the champion. Austin wore a derby hat the year 'round, said it kept the cold out in winter, the heat out in summer. Austin added clothing as the days grew colder. When he had it all on everyone in the village knew it was at least zero. When woolen shirt, cardigan jacket was discarded it was time to plow and plant. When he appeared in an unbuttoned vest it was time to start haying.

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Austin looked like a farmer with a long overdue haircut. One night a grocery drummer joined the game. He was a pretty fair player and all the money ($2.50) was on his side. Austin was urged to sit in and help the home guard. The drummer didn't think he had anything to fear, but Austin pulled a fast one, in one fell swoop marching across the board into the king's row. This was an evening long remembered by the Cracker barrel Society and one the drummer never forgot.

The closing of the old store by order of the sheriff shook the town to its very roots. There was a sheriff's notice on the door for all to read. Many of the debtors scraped together stray nickels and dimes to settle accounts, but those who never intended to pay gave it deep thought—and then forgot it.

A public auction was advertised for the following week. People came from near and far and rigs lined the street and the village green. People bought anything and everything, and more cash flowed into the till than during the last six months.

All the "junk" from the attic was brought forth. After years of darkness, hoop skirt frames, bustles, bonnets, odd dishes and a bushel basket full of the wooden pegs used in shoe making. The unsold junk was carted out back to be burned.

Today this would make antique lovers weep. Currier and Ives prints, wallpaper imported from England and France, old china that bore names of old English makers and had pictures of ships in blue and brown. These were broken up by the boys with their bow and arrows. At today's prices this so-called junk would have gone a long way toward settling the store's debt.

Ted loved the old New England village where he grew up. Then the main street was lined with sturdy old elm trees, white picket fences guarded well-kept yards and lawns. On the triangular green in the center the early settlers used to train. An ornate bandstand used to adorn the green where on Saturday evenings the village brass band rendered music from the old masters. Ted could remember the old iron pump and horse trough on the east corner of the green. He attended church in the one that stood on the north side of the green and many of the early settlers rest peacefully in the cemetery beside the church.

In a chapter entitled "Antique Bug Hits Me," he tells what happens when his mother attended a lecture at the Mother's Club meeting on "Hidden Treasures in Henhouse and Attic." The lecturer told of amazing finds of antiques which, when restored, brought marvelous prices. Ma couldn't rest until she had found an antique and wouldn't let Ted rest until he promised to clear out his stuff from the drawers of an old bureau out in the henhouse. Ted protested that his father had paid a quarter for it at an auction years ago. Ma had the bureau wheeled over to Gramp Nelson's shop who said he would scrape it down in his spare time. Weeks afterwards Ted went over to see how the work was progressing. Gramp wasn't in any hurry, but finally he put down his pipe, rose slowly and pulled the old quilt off the bureau, which now revealed itself as a handsome, shiny, rich cherry and mahogany chest. Ted was speechless, and in later years took great pride in displaying this beautiful antique.

Ted and his mother and father attended an auction at the old Lemuel White place. Once at the auction, Ted sat down in an old rocker. The auctioneer, Sam Bass, told Ted not to set his heart on that rocker because it was a Boston rocker and the bidding would probably go sky high. It did, along with an old yoke for oxen and a hair wreath in a frame. Bidding slowed, and the auctioneer offered something special in a prize package. He rolled out an old barrel and proceeded to fill it with junk: an old worn out broom, a mop with a mended handle, a wash board. The first bid was ten cents. Ted in a loud voice bid two dollars. The barrel was his. Then the auctioneer said, "Now for the surprise package," and he produced a box containing an old-fashioned chamber mug richly adorned with morni glories.

The church sewing chircle decided to have a candy pull and popcorn party. Ted looked forward to it with great anticipation, remembering the ones he had attended when the molasses was put in an old iron spider on a hot stove ready for the corn when it was popped. The first batch was used for the cornballs, the second for the candy pull. Hands were buttered and the crowd paired off ready for the candy pull. No one gave a thought to germs.

The sewing circle did. In the first place the corn was popped in an electric popper, the molasses was poured, not into an iron spider, but a copper kettle and placed on an electric range. It was tested, not in a glass of cold water, but by a thermometer. There wasn't any candy pulling because it wasn't considered sanitary, and furthermore butter was too expensive to be used in that manner.

The whole affair was a great disappointment to Ted, confounded by the difficulty he had with his new "choppers" when he bit into a cornball. He was caught like a bear in a trap. If he pulled on the cornball, out would come his set of ivories; if he didn't he could not breathe. He rushed into the men's room where he unsprung the trap after which he left the candy strictly alone. One lesson was enough.

The sound of bells were loud in Ted's memory, th kinds of bells. There was the cow bell, the sleigh bell, and the church bell. In a few short chapters, Ted reminisces about a fishing trip with his Uncle Sidney, the excitement caused by the arrival in the spring of the first seed catalog, of many happy hours spent in the attic of his home reading old Civil War letters found in a cowhide trunk after which he sat a long time, wondering "Where was the glory of war?"

### Sunset and Eventide

As I sit facing toward the western skies a beautiful painting unfolds before my eyes, a work so magnificent that comes only from the Master's hand, yet free to all.

A wide band of pure gold stretches across the sky, so warm and glowing it seems to breathe with life. Then the blended colors of lavender, purple and blue make a deep background. Slowly the golden band grows lower, as though reluctant to end a perfect day.

Hues of softest pink like the blush rose, or the fair skin of a baby, shades over all, then fades as the deep purple and blues of the coming night descend. Deeper and deeper the dark shadows fall and suddenly it is night, the day is done.

One by one the flowers of the heavens bloom, stars that brightly shine to dispel the darkest gloom. Bright stars to guide the weary travelers on land and sea, stars that seem to say, "Rest in peace. I am standing watch."

Sleep comes to tired bodies, until the dawn breaks to herald a new day.

Confined to his wheelchair, Ted spent the last six months of his life in the "Wee Hoose" in Chatham, close to the Wayside Inn and his beloved sister, Marjorie Davis Haven.

* * *

## WEATHERCOCK HOUSE

Unfortunately, the history of Weathercock House, located on Bedford Street, North Middleboro, has never been traced to its beginnings. From various methods of judging when a house was built, such as examining the construction, the timbers, nails, plaster et cetera, it is thought this house was constructed between 1740 and 1750, before the Revolutionary War.

There is a framed deed hanging on the kitchen wall dated November 15, 1823, recording the transfer of the property from Joshua and Martha Shaw to Daniel Alden for $1,800.00. However, according to some old deeds such names as Elijah, Jared, and Elizabeth Alden indicated the family was involved with the property long before 1823. During the years several parcels of land were sold. It is confusing in doing research that several generations carried the same first names. Joshua Shaw lived in the house in 1805 when he borrowed $600. from a Plymouth bank and offered the house as security. The house is shown on the 1855 map of Middleborough as the "Daniel Alden House."

After Daniel Alden's death in the late 1800's, the house and land were rented by his heirs to Henry Shaw for $4.00 per month. The family of Daniel James owned and occupied the property from 1884 to 1900. This information is verified by early street lists of Middleboro, which list Henry James as occupant in 1901. B. J. Allen owned the property briefly in 1905, selling it the same year to Edith M. Browne, who in turn in 1906, sold to Minnie F. Tubman of Lynn. In 1907, Minnie Tubman signed a deed transferring the property to Percy T. Clulow.

This brings us to a time within our own memory and many of us can remember the Clulows. They were an English couple who were said to have never taken American citizenship but were free to criticize their adopted land. However, they remained in the house on the corner of Bedford and Old Center Streets for nearly twenty years. They then moved to West Falmouth.

The Romaine family owned a group of summer homes, all in close proximity, in West Falmouth near Chappaquoit. Lawrence B. Romaine, after graduating from Williams College in 1923, was employed as an advertising salesman for the *New York World.* In 1930, came the depression and the advertising business fell into the doldrums. Mr. Romaine was spending the summer at the family home in West Falmouth and in the course of events met the Clulows. They told him of the house they owned in Middleboro and asked if he would be interested in looking at it. Mr. Romaine came to Middleboro, fell in love with the house and all the thirty-three acres that went with it, and purchased it. That was in 1932.

The Romaines made changes and improvements. Nature lovers, they made a pond deep in the woods to attract birds and waterfowl, and developed a beautiful garden behind the house that no one in passing would know was there. Mr. Romaine began knocking on doors throughout the countryside, looking for antiques. This was in the days when attics were filled with priceless heirlooms, and Mr. Romaine was very successful. He established an antique business that became known all over the United States, and he himself became known and respected as an authority on antiques and especially on Americana. As he looked over the marvelous libraries of old and rare books found in those houses, he gradually began to specialize on books rather than general antiques.

The business and the house became known as "Weathercock House," named for a manor house the family had owned just outside of London. Weathercock House became headquarters of the business, and the weathercock its trademark.

A good-sized sign was hung at the entrance to the driveway bearing the name "Weathercock House," and a picture of a weathercock. Every once in a while, a stationwagon full of people, children and grown-ups drive into the yard, people spilling out of every door, insisting they want to buy eggs. They cannot understand why we would have a sign advertising hens if we do not sell eggs.

The hosue remains much as it was at the time of the Revolution: shingles outside, beautiful wide floor boards inside, a central chimney with three working fireplaces. The fireplace in what is now the living room, but was once used for cooking and dining, is especially large and wide with an oven and a crane holding old-time equipment such as an iron tip-dettle, a trammel for cooking meat and a smaller appliance for roasting small game birds.

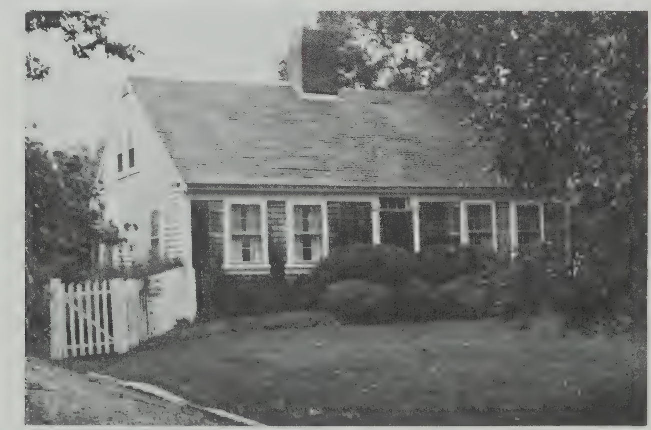
In 1910, an addition was built on the rear of the house, providing space for a large, sunny kitchen, which now has a picture window overlooking the garden with its many box bushes, flowering shrubs, bird baths and fish pool. There is every evidence of this having been a working farm in the 19th century. There are many out-buildings, a huge barn with a cow shed underneath opening on to a cowyard, and a walled-in bull pen. There are beautiful examples of the art of stone wall building. Some five feet high, every stone is perfectly fitted into place so that the top layer of large flat stones is absolutely level, all done without a bit of mortar.

During Mr. Romaine's occupancy, every shed and the barn were filled with shelves to hold his vast collection of old and rare books which he estimated at 200,000. After his death in 1967, William P. Wreden and his helpers came from California and packed the books into 75 pound cartons, in which they were transported overland to their new owner, the University of California at Santa Barbara.

Weathercock House has worn well its almost 25 years. May there be someone in the future to love it, cherish and preserve it as a very fine example of life and architecture before and after the Revolutionary War.

Mertie E. Romaine

*Courtesy of the Congregational Courier, published by the North Middleboro Congregational Church*



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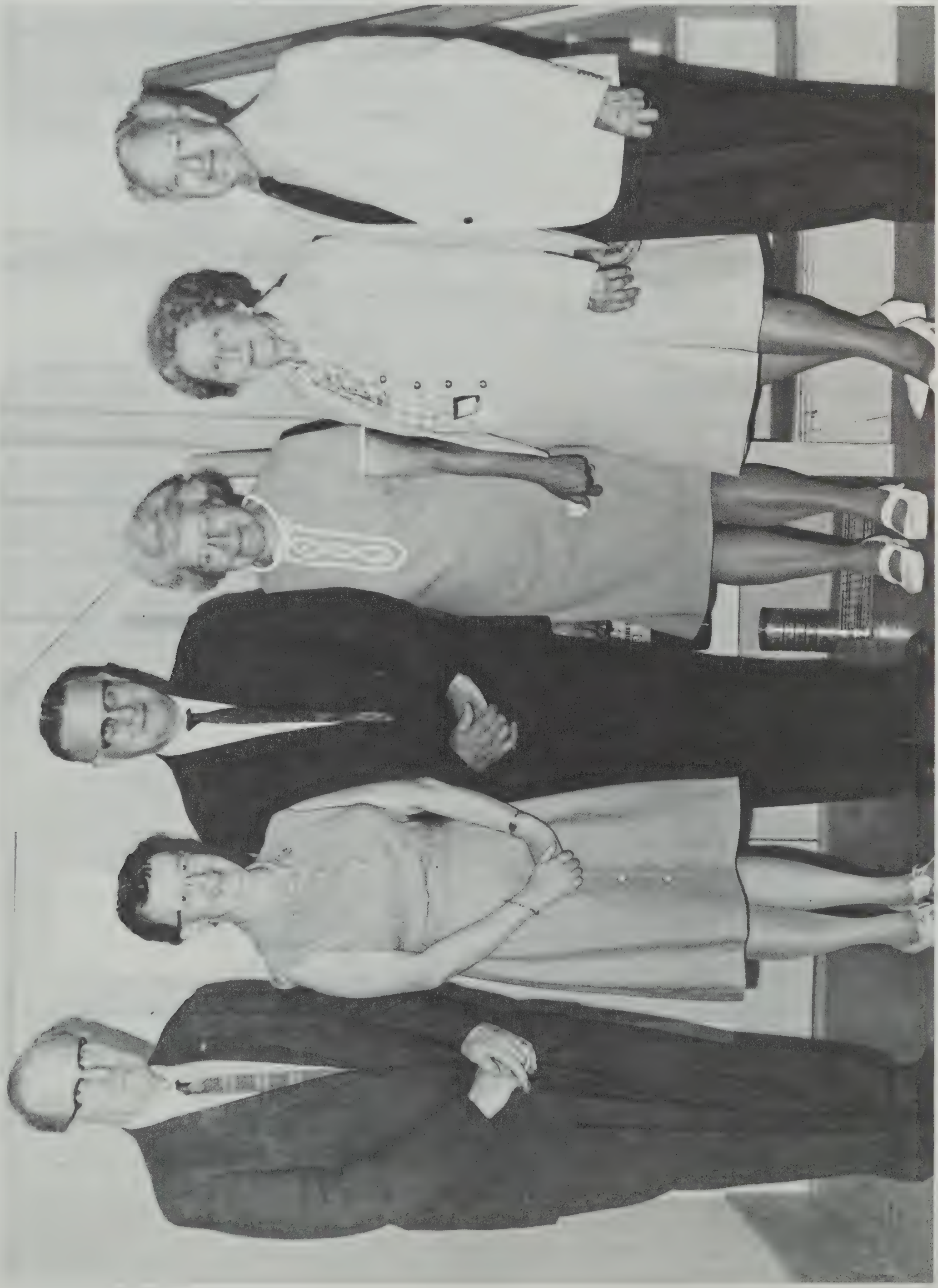

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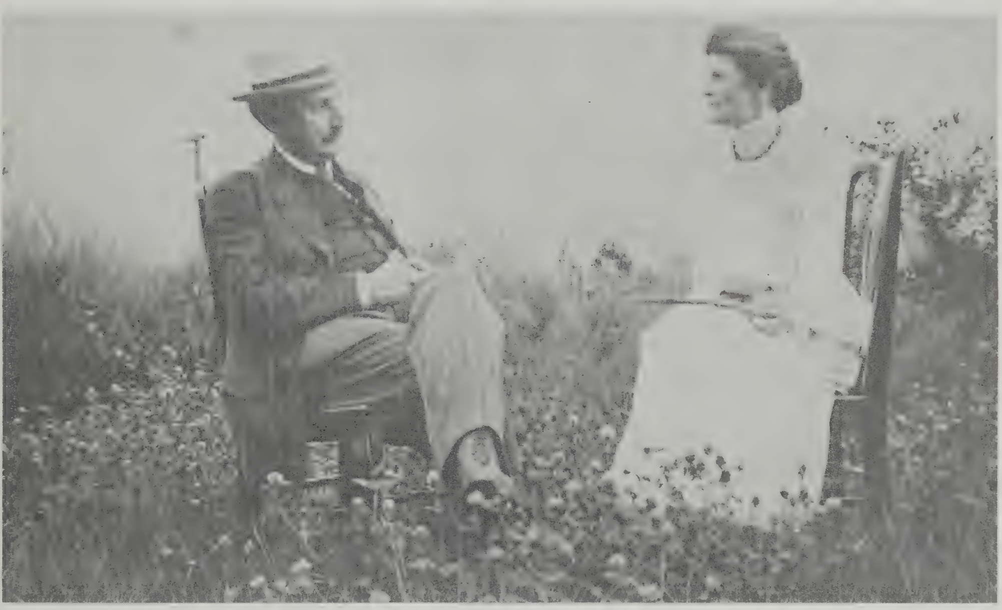

MR. AND MRS. WALTER SAMPSON

Walter Sampson was the beloved principal of the Middleboro High School for thirty-three years, 1890-1923. This postcard was sent by the Sampsons to Mr. Orrin R. Smith of Middleboro. On it was the message: Amateur photography in a Barnet (Vermont) clover patch. The photograph was given to the Middleborough Historical Association by Attorney John Alger, of Osterville, grandson of Orrin Smith.

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## WALTER SAMPSON

No teacher was ever more loved or respected than Walter Sampson, who was principal of Middleboro High School from 1890 to 1923. A man of sterling character and breadth of vision, he obtained his greatest pleasure from the success in life of those pupils whose careers he had guided through their high school days. Few men in any profession have enjoyed so large a circle of devoted friends. His former pupils still refer to him often in conversation and quote sagacious and memorable words of wisdom expounded by the incomparable "Sampy."

Walter Sampson was born in Lakeville, Massachusetts, the son of Uriah and Betsey (Ashley) Sampson. He attended Lakeville schools and Peirce Academy in Middleboro. In 1890, he entered the local high school and by intense application was able to finish the four year course in two years, graduating with honors as the valedictorian of his class. During these years of education in Middleboro, he walked from his home in Lakeville to Middleboro, both ways each day, a distance of twelve miles. At Dartmouth College, which he entered in the fall of 1882, he soon made his mark as a brilliant student. He was a member of the Alpha Delta Phi fraternity and was one of the editors of *The Dartmouth,* the college paper. Upon graduation he was elected to membership in Phi Betta Kappa, whose membership is limited to those attaining highest scholastic rank. Three degrees were conferred upon him by Dartmouth: Bachelor of Arts, Master of Arts, and Master of Pedagogy, Mr. Sampson having the distinction of being the first graduate of the college to receive this honorary degree.

Mr. Sampson entered upon his teaching career while a college student, teaching in Stewartstown, New Hampshire, and after graduating, from 1886 to 1890, he served as principal of the high school in Middleboro, succeeding A. K. Potter, Jr. Under his leadership the Middleboro High School achieved the reputation of providing exceptional training. After thirty-three years, Mr. Sampson submitted his resignation because of ill health, to take effect on March 23, 1923. On December 28, 1915, the Middleboro Alumni and teachers of the high school presented him with a silver loving cup containing $350 in gold in recognition of his thirty-three years of faithful service as principal of the Middleboro High School.

In 1929, Mr. Sampson founded the Walter Sampson Scholarship for Middleboro High School graduates into which he put $1000 and the alumni matched this sum. When the new Memorial High School was built in 1926, the assembly hall was named the Walter Sampson Auditorium.

On January 3, 1883, in Lyndon, Vermont, Mr. Sampson married Miss Emma M. Stevens. The Sampsons spent every summer in Vermont, and eventually retired there. Mr. Sampson passed away on April 24, 1931. In 1965, Mrs. Sampson at an advanced age was still living in the little town in Vermont where they were wed. Mr. Sampson is buried in the cemetery at Mullein Hill, near the family home. His stone is marked, "Walter Sampson, 1862-1931," but this simple inscription bespeaks the quality of a man who, for his ability, sincerity, humility and dignity, will go down in the history of the town as one of its outstanding citizens of all time.

*History of Middleboro,*
*Mertie E. Romaine*

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## THE NEMASKET RIVER

## PART II

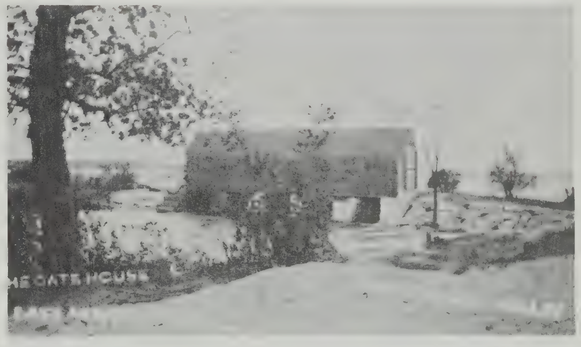
by Dorothy Thayer

*Electric Light Plant*

One of the most innovative businesses to locate at this dam was the Middleboro Gas and Electric Company. The light plant was at first privately owned. An entry in the local paper of 1890 tells how "ice clogged the water wheel at the electric works Wednesday evening and electric lights were dim." In another article a couple years later, the growth of the company is said to have grown during the past six months due to the excellent light offered at moderate costs. It also stated that applications of residences and businesses for the incandescent lamps was increasing.

On March 25, 1893 the town voted to buy the Middleboro Gas and Electric Company. The town treasurer was empowered to issue bonds for $75,000 called the Municipal Lighting Bonds. This research will only investigate the electric portion of this purchase. By 1894 there were 101 electric customers. The electric plant had 2 arc machines running 103 street lights, one 600 light alternator and one 150 horsepower steam engine all run by two water wheels on the Nemasket River. The street lights were not lit during moonlight nights, so a petition was submitted to the Light Commission asking that the lights be turned on at least during the early evening, before the moon came out. On all other nights, except in the business section of town, lights were turned off at midnight. It was not until about 1917 that lights were allowed to burn all night whether the moon was out or not. The plant was not operated twenty-four hours while using all water power. This posed a problem for a varnish business on East Grove Street that used electricity to heat kettles of varnish. The electric plant would start up the water wheels for one or two hours in the daytime to accomodate the varnish manufacturer. It was not until 1908 that electricity was furnished in the daytime.

To help the flow of water to the water wheels, men would wade the river during August of each year and mow the weeds from the edge of the banks with scythes. The gatehouse erected at the mouth of the river often kept the water level so low that it affected the operation of the electric light plant. For that reason a suit was filed against the City of New Bedford in 1903 for putting a controlling device at the outlet of Quittacas into Pocksha Pond which affected the flow of water into the Nemasket cutting power at the light plant. In 1906 the case was settled in court with $6,800 awarded to Middleboro. A similar suit against the City of Taunton was won and Middleboro was awarded $2,000. In 1906 the case was brought up again with a finding of $1,200 to Middleboro, but the town asked for a jury trial. The Superior Court Jury awarded $12,250 to Middleboro in 1907, but Judge King ruled the sum excessive and instructed the town to accept $3,500 in thirty days. The town refused and the case was again before the jury. After the verdict awarding $13,241 to Middleboro, Taunton filed 27 objections. In 1909 the full bench of the Superior Court passed its opinion ordering the judgement on the verdict of the jury with interest and costs totaling $13,886.46. But $7,925 with counsel fees and other expenses deducted was all that was received from the City of Taunton.



THE GATE HOUSE, ASSAWAMPSETT POND—

NEMASKET RIVER

In this unusually fine photograph of the gate house, the stone work is shown where the turtles and snakes laid their eggs to be hatched by the hot sun. The photograph was taken by the late George Kelly and loaned by Mrs. John Gillespie of Santa Barbara, California who, as a young girl from South Boston spent her summers at Staples Shore on Lake Assawampsett.

A newspaper item in 1903 stated the plant was $15.71 ahead of the previous year. Money from the plant would be used to benefit the town. But in 1906 the people became dissatisfied with the plant. A committee brought in a consulting engineer to study the possibilities of improvement. The recommendation was that $20,000 be appropriated for two gas engines to improve electric service. Water power continued in use as evidenced by the April 19, 1916 town meeting vote that "the Municipal Light Commissioners contracted with the Plymouth Electric Company to furnish Middleboro all the electricity required, with the exception of that produced by water power, for a period of five years." During this same year, service was expanded into the town of Lakeville.

In the early years, the electric plant was administered by three members elected by the voters. Later the Selectmen served as the Lighting Board. In the 1980's the board returned to five members elected by the voters. Although today's power is purchased from neighboring electric companies at wholesale prices and redistributed to customers through a switchboard at the local station, this same original station once had the Nemasket River to thank for its power.

*Star Mill*

The Star Mill or Lower Factory area had a dam, at first, located near the Wading Place. But the water was very shallow and there was only enough power for one mill. The legislature granted to Peter Peirce, mentioned previously, and Horatio Wood the right to dam the river provided they maintained a fishway. The water rights and the fishway agreement have both been passed to successive owners of the mill buildings.

Nemasket Woolen Mills, Middleboro, Mass.

Star Mill, incorporated in 1863. Under new ownership, became Nemasket Woolen Mill in 1906.

The new dam, just a short distance up stream from the first dam provided water power for a very successful cotton mill. As the cotton industry declined, Peirce and Wood erected a shovel manufactory, which employed many people. This business coupled with a general retail store added to Mr. Peirce's other successful endeavors, already mentioned, amassed for him a nice fortune which his heirs added to successfully. When Peter Peirce's last surviving son Thomas died, he left over half a million dollars to the town of Middleboro, $100,000 to the public library, and this was after providing for twenty-five of his relatives.

The Star Mill incorporated August 5, 1863 succeeded these industries. Its name has been used to refer to this area on the river even today. The mill manufactured cassimeres with eight sets of machinery. The capital of $100,000 was furnished by New Bedford parties.

Throughout the years the Star Mill Bell would ring at 5:30 every morning except Sunday, as our alarm clocks wake us today. The bell would ring again at 6:30 A.M. at which time all employees should be at work. The final ring would come at 6:00 P.M. as the employees left for home. Employees worked on Saturday too.

The Star Mill was a successful business, if one can judge by the item in the December 7, 1867 local newspaper, which was a card of thanks for the turkeys given to the employees of the Star Mill. Not many companies carry on that tradition today.

Many Germans who came to America were weavers and many Irish were farmers. Both nationalities were attracted to the Middleboro area. There were several local mills that needed weavers, especially the Star Mill. These same mills provided work in the winter for the Irish who wanted to farm in the summer. Many Irish, however, were poor farmers in Ireland and preferred to work in the mills full time. The Star Mill during its prosperity offered the opportunity for a man released from duty after the Civil War to work his way up from the spinning room to superintendent.

In 1867 the name of the mill was changed to Star Mills Corporation. New machinery was added for the manufacturing of ladies dress goods. Coal boilers became the main source of power and the water wheel was used only for auxiliary power.

The Star Mill building continued to house textile businesses until a strike in the 1920's closed it. The building was vacant until 1935. Then at varied times and sometimes sharing the building Walker Co., Wing Innersole Co., and Gerlich Leather Co. used the building. In 1944 Winthrop-Atkins Co., manufacturers of desk calendars occupied the building. With the growth of the calendar business an addition for printing and gluing operations was necessary. As the business continued to grow, the problem of storing the calendars until the fall when they are shipped all over the world, reached a critical point. There was no room for expansion, except into the Nemasket River. Like all previous owners of the mill, a fishway had to be maintained for the herring migration. So in May 1965 work began to build a new channel and bridge over it to the farm on the east side of the river. The peat from the old river was dredged out and replaced with solid fill. A new commercial fishing site would have to be found, but the addition would not hamper the herring because of the new channel.

*Muttock (Oliver Mill)*

The next major dam, millpond, and mills were located at the Muttock, later called Oliver's Mill. After the Indians moved to Titicut, a dam was built in the place of the Indian's weir. Later in 1734 a petition to the court requested to build a slitting mill on the Nemasket River. But it met with opposition from those who felt enlarging the dam might affect the catching of herring. The petition was finally granted and after provisions were made for the herring the dam was built.

A man who moved to the Muttock area in 1744 would become a prominent citizen in the colony and perhaps do more for the town than any other individual was Peter Oliver of Boston. He bought most of the land around the Muttock including the dam and the water privileges. He erected a forge and slitting mill on the dam. The iron foundry, called Oliver's Furnace, was located just below the dam. The dam had to be enlarged and strengthened to provide power for these new works. While the construction was going on the bed of the river was changed by digging a canal above the pond, which extended along and then ran back into the river. Afterward the ditch was refilled.

In 1747 Oliver was appointed judge of the Court of Common Pleas. Later he became judge of the Superior Court of Judicature (1756) and was appointed chief justice, the second man in the colony next to the governor, in 1762. These positions undoubtedly helped him obtain large contracts from the Crown for cannon balls, mortar, howitzers, shot, and shell. Letters still exist to substantiate these orders. Hollow-ware was also manufactured. This business made the Muttock the largest and most enterprising village of the town. Beside employing many full-time men at the forge and slitting-mill, over 50 men, when not working on their farms, aided in the making of hammered nails. There were many other manufacturing establishments at this location such as a blacksmith shop, shovel shop, finishing shop, and nearby was a store.

Oliver Hall, the Judge's home, was one of the finest country residences outside of Boston. The style was of "an old English mansion with steep roof and deep jutting eaves, with walls of white plaster and portico of oak." It was located between two hills at the Muttock. The grounds and park included all of the land from Nemasket Street to the river.

The wedding reception of Dr. Peter Oliver Jr. and Sarah daughter of Governor Hutchinson, a most brilliant affair, was held at Oliver Hall in February 1770. Guests attended from Boston and abroad. The couple moved into the home of Dr. Oliver which his father had built for him in 1762. In the attic of this home were built rooms for the slaves of the family. Many prominent men of the colony visited the Dr. Olivers. They included Governor Hutchinson for part of the summer, James Franklin whose three day visit in 1773 would be the only one he would make to Middleboro. A reception given in the evening by Dr. Oliver for Franklin was attended by some of the prominent men in Middleboro. On Sunday Franklin attended a meeting at the Old Meeting House on the Green.

The Olivers continued to gain in wealth from their salaries for serving the colony and from their business enterprises on the river. At the outbreak of the revolution in 1776 one might have expected the town of Middleboro to stay loyal to the king. After all the Olivers were influencial people and had greatly helped the growth of Middleboro. But the town was opposed to the British from the beginning of the War. Judge Oliver "was impeached for receiving a salary from the Crown" and he and his family left the country along with other Tories. The Judge's home, Oliver Hall, was burned in 1778, but the son's house was sold and although owned by others, has returned to the ownership of Oliver descendants.

*Continued in next issue*
*of the Antiquarian*

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## NEMASKET SPRINGS

Middleboro has always been blessed with pure sparkling spring water, and because of this there have been three bottling works in town. In 1901, W. S. Gale operated a bottling concern at 12 North Main Street. George Richards and Bartlett Perkins bought Mr. Gale's business and later moved to a building on Jackson Street and operated under the name of Middleboro Bottling Works.

The bottling industry that remained the longest in town and gained an international reputation was the Nemasket Spring Water Company, located on Plymouth Street.

T.C. Fielding owned the property on which the springs were located and in 1898 he wrote and published a small booklet entitled "Nemasket Springs," giving a short history of Middleboro and Nemasket Springs from the time the Indians lived near and made use of the spring water to the time when Mr. Fielding was the first to put the pure spring water on the market. Mr. Fielding writes:

Middleborough is in Plymouth County, Massachusetts, thirty-five miles south of Boston, and pleasantly situated on the Old Colony Railroad. It is in proximity to towns and cities of note: Fall River, New Bedford, Buzzard's Bay, Onset, Kingston, Whitman, Bridgewater, Taunton, Brockton, Providence, as well as the seaport town of Plymouth, where our Pilgrim fathers landed, among whom was Captain Miles Standish, the intrepid officer and hero of his day.

Middleborough has a population of about seven thousand in its township, east, south and north; manufactures shoes, woolen goods, carriages, boxes; has sawmills, lumber, brick and coal yards, varnish and japan works, iron foundries, etc., fine Town Hall, Public Library, Fire Department, High School, usual grades, and Eaton's Academy, with their highly accomplished teachers; weekly and semi-weekly papers, Middleborough *Gazette* and Middleborough *News*, ably edited and wide-awake papers; a post-office, free delivery; finely built churches of various denominations: Episcopalian, the rector being the celebrated Rev. William B. Hale; Congregational, Rev. Richard G. Woodbridge, pastor (a brainy man, whose heart is as big as his church, and who won the prize of $1,000 for the best sermon, recently offered by the New York *Herald*, his subject being "The Power of Gentleness," from Psalms xvii. 35: "Thy gentleness hath made me great"); Baptist, Methodist, Independent, Unitarian, Catholic, etc.; secret societies; Masons, Odd fellows, Knights of Pythias, [illegible] Men, Nemasket Tribe, No. 94, the ancient name of the town.

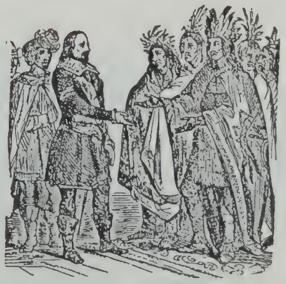
We have a class of physicians of whom we can justly boast, skilled in practice and gentlemanly in demeanor.

We have a club of Archimedean appellation, "Eureka," and a Fairview Driving Park Association, where whole-souled men congregate in season; also fine stores, wide streets, shady avenues, charming drives, extensive lakes, excellent gunning and fishing, and invigorating atmosphere. Men of extreme old age live here, for the simple reason that the town of Middleborough is considered one of the healthy places, if not the healthiest place in the good old Commonwealth of Massachusetts.

Middleborough is historic ground, where battles have raged, brave men have fallen, and their life-blood has reddened the soil, Here The Pilgrims from Duxbury and Plymouth visited Massasoit and his warriors in their wigwams at the Middleborough of today. The Colonists bought of the friendly old chief in May, 1649, seven miles of land, east and west, north and south, with all the privileges, paying Ousamequin, as Massasoit was sometimes called, a curious collection of articles as set forth in the old document in the possession of Mr. Harris of Bridgewa[illegible] as follows:

Seven coats, a yard and a half in each coat, nine hatchets, eight hoes, twenty knives, four moose skins, ten yards and a half of cotton.

Such a conglomeration of things for a purchase of territory so extensive, woodland, water, hill and dale; a part of the hunting and fishing ground of Massasoit and his



TREATY.

en. The chief of the Wampanoags was the true friend of the Pilgrim palefaces, as were the sons, Wamsutta and Metacomet (Alexander and Philip). who accompanied their father to Plymouth, received English names and took the oath of fidelity.

In those days Nemasket was the name of the town, an Algonquin word signifying "A place of fish," from *namas*, fish, and *ket*, a place.

Here Wamsutta (King Alexander) and his wife, the Princess Wetamoo, often sojourned. Winslow had him arrested and taken to Plymouth on account of some fancied intrigue with the Narragansetts (some writers differ materially, and say that he was not arrested). The arrest broke his proud heart, and he begged to be taken back to die on the banks of the Nemasket River, where he was brought on a litter; soon his spirit crossed the silent water to the happy hunting-grounds of the red man's immortality. See *Harper's New Monthly Magazine*, Volume LXXI, June to November, 1885, wherein will be found his death scene—an engraving representing his rude bier, surrounded by his faithful warriors, his wife in grief and covered from head to foot, to symbolize the darkness of her life, as well as the pall of death. The medicine man, or prophet, is shouting himself hoarse, to convey the formation that King Alexander's spirit is passing to the other shore. It is called the death scene of King Alexander. The widow, Wetamoo, was no doubt incensed against the white man, and urged her brother-in-law, Philip, who had become chief of the Wampanoags or Pokanokets through his older brother's death, to avenge their loss, which caused the Wars of King Philip.

Here are many landmarks of the olden time to fill the mind with conjecture and interest. We ascend the Lover's Walk on Muttock Hill and gaze upon the site of Judge Oliver's mansion, where Miss Dolly Nash used to visit and flirt, and for whose favors so many suitors sighed in vain. The church on the Green and the "old inn" of Revolutionary fame stand in good preservation, although we can perceive the hoary hand of time laid heavily upon them. Here General Tom Thumb lived and died, and his widow married Count Magri, a gentleman of musical and linguistic ability. We have Nemasket street, Nemasket Valley, and Nemasket River flowing by my land from its source in the Assawompsett Lake, and a short distance below uniting with its sister river, the Taunton.

Nemasket Springs have been known locally for hundreds of years as most remarkable for their curative effects upon the human system. I have been importuned r years to place the water on the market, and now having done so, I am gratified beyond measure at the success which I am receiving.

It takes the place of distilled water in the dispensary, where several druggists use it in connection with physicians's prescriptions, as well as in the fountains, wherein it is charged in the usual manner for carbonated drinks. Carbonic acid is formed of one part of carbon and two parts of oxygen.

Warren Peirce, M.D., of Plymouth, says: "There are no micro-organisms in 'Nemasket Spring Water.' " The human body is made up of four-fifths of water, and requires the purest of nature's liquid to eliminate the impure therefrom. The chemist can analyze water into its several constituent parts of grains and solids. The physician can say whether it is pure or impure from the analysis. But can they discover that indefinable something, that vital principle, which cures the wound and heals the sore, in the apparently non-existing virtues of remedies appropriate for those very bruises

Can we see the air we breathe, the very oxygen of water, without which we could not live. We know it is there because we can see its effects. What is pure water it is a compound of oxygen and hydrogen, destitute of taste and smell, colorless and transparent. We read analyses of so-called pure water, with a very large amount of solids, with very many grains per gallon, that it is bewildering to me how they ever got there. I have only two grains per gallon, yet the water is a foe to rheumatism, a diuretic and cathartic, a solvent of biliary and urinary calculi of remarkable power, and we know that good material is always in small parcels.

Nemasket Spring Water is boiling and bubbling upward from nature's reservoir as clear and sparkling as heaven's sunlight. It forces its way through solid beds of porcelain clay, a decomposition of feldspar or kaolin. What can there be more pure than water coming through such a distillatory medium. This clay of many colors makes the finest cement, and hardens quickly. I do not know how deep the clay is. I only know that I have got, in the superficial measurement, a hundred acres of it.

A quarter of a mile away in my fields a hydraulic ram is working night and day, throwing Nemasket Spring Water to my house and buildings. There are hundreds of mineral springs flowing to the ram. Between forty and fifty years ago, when hydraulic rams were first invented, Nahum Tribou, the former owner of this farm, bought one and had it set up, and it has been pumping the liquid treasures from nature's storehouse ever since.

An analytical chemist called here a short time ago, who brought his kodak with him and photographed the springs, especially the trout-pond, where so many gushing springs are hurrying their sparkling products down the brook to feed the ram, two thousand feet away. He said the place was a regular Saratoga, and there ought to be a big hotel erected, so that visitors could have the benefit of the water, the air and the piny woods.

This place used to be a large stock-farm, cutting two hundred tons of hay in a season. The grass grows in spring and summer so thick and high in the vicinity of the springs that is is very difficult to get the mowing machine through it. Fine cress grows in the brook, and speckled trout are at home therein.

I am told by the old settlers that Mr. Nahum Tribou, as well as his son Henry, were approached by New York parties who wanted to buy the springs, but failing to do so they returned from whence they came, very much disappointed. Nahum Tribou had many cattle and horses in this Nemasket Valley, which fattened and thrived on Nemasket Spring Water like babes on a mother's nursing-bottle, at least so say the neighbors.

Zymotic diseases, such as diphtheria, typhoid fever, dysentery, cholera, etc., are traced to impure drinking-water. Obnoxious air and contaminated water are sure foes to health, and they will quickly impair the vitality of the system, when sickness and death must inevitably ensue, unless a counter-action takes place by at once drinking absolutely pure water, like Nemasket Spring Water.

All exposed water, such as wells, ponds, rivers, and lakes, must be more or less contaminated, unless flowing from bubbling springs and filtered in nature's laboratory. Water is a great absorbent of impurities floating in the air. Witness the water in your bedroom at night, when the gases exhaling from your lungs during your sleeping hours impregnates it so much that is it utterly unfit to drink.

All water should be qualitatively tested by a chemist before it is absorbed into the system, which is a *sine qua non,* an indispensable condition to everybody if they would have pure blood coursing through their veins and permeating the channels of a healthy body.

The precept inscribed in gold letters over the temple at Delphi (*Gnothi Seauton*) "Know Thyself," is as suggestive and binding upon us today as in the Platonian and Pythagorean age.

In the long ago the Vale of Nemasket was dotted w[illegible] the wigwams of Massasoit, Alexander and Philip, but everything of like nature have passed into the womb of time (except Nemasket Springs) as though they had never been. *Sic transit gloria mundi.*

The Nemasket Spring Water Company, Garabed Kayajan proprietor, was founded in 1922, located on Plymouth Street. Mr. Fielding had been doing a thriving business selling the spring water. Rodman Robinson bought the property and the business and continued until a fire destroyed his home. It was at this time that the Kayajan family became owners of the springs. A partnership was formed by Garabed's three sons, Samuel, Musch, and Ardavast, who constructed a modern plant with modern equipment. Because the company was able to meet the strict specifications of the Coca Cola Company, the Nemasket Spring Company was authorized to bottle Coca Cola, the only bottler allowed to do so in Southeastern Massachusetts. Later the demand for the product of Nemasket Spring Water Company so increased the Kayajans in 1939 built a large plant in Sagamore, Massachusetts. From here the company sent all over the country a superior product made of fruit juices and the unexcelled Nemasket Spring water.

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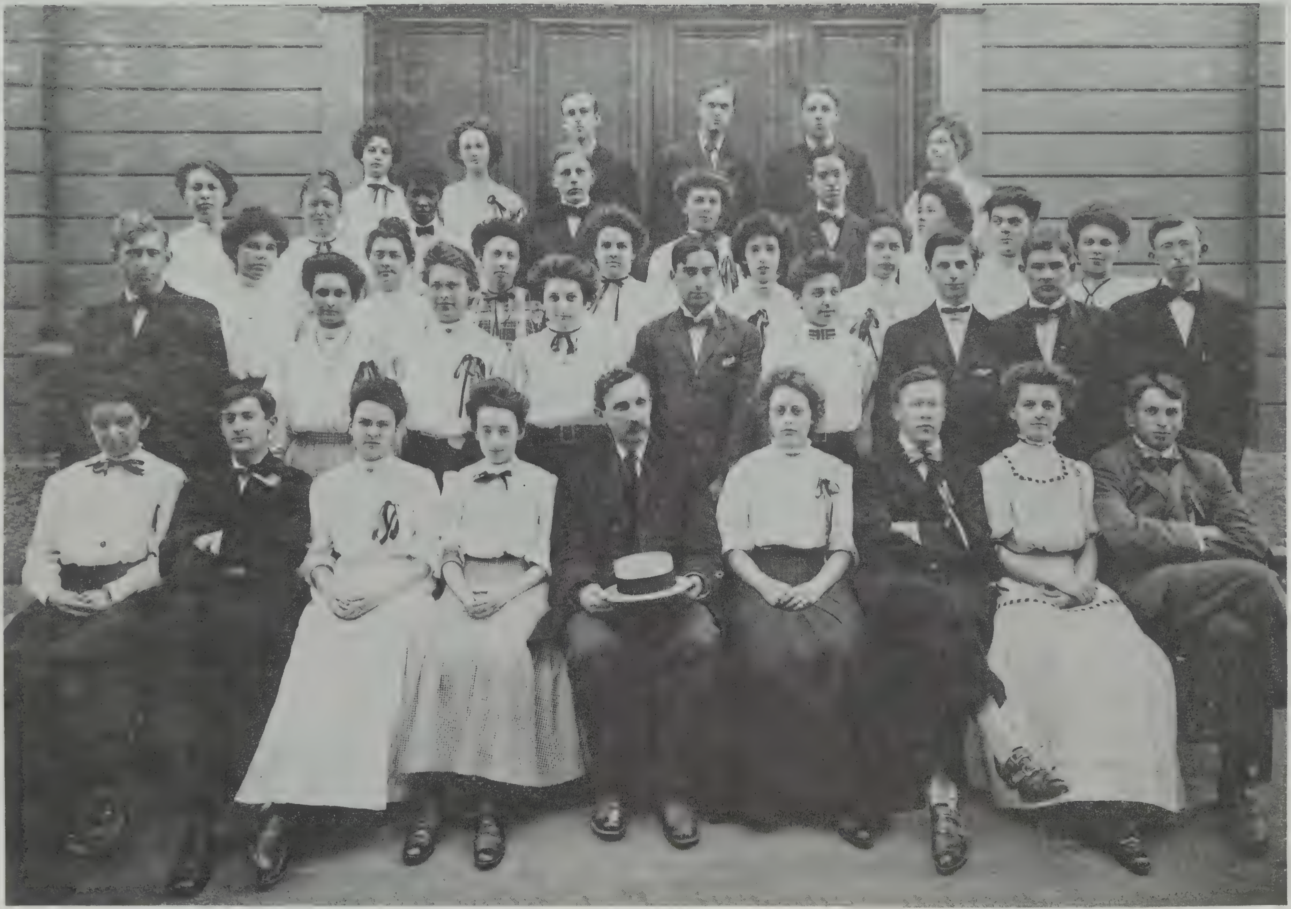

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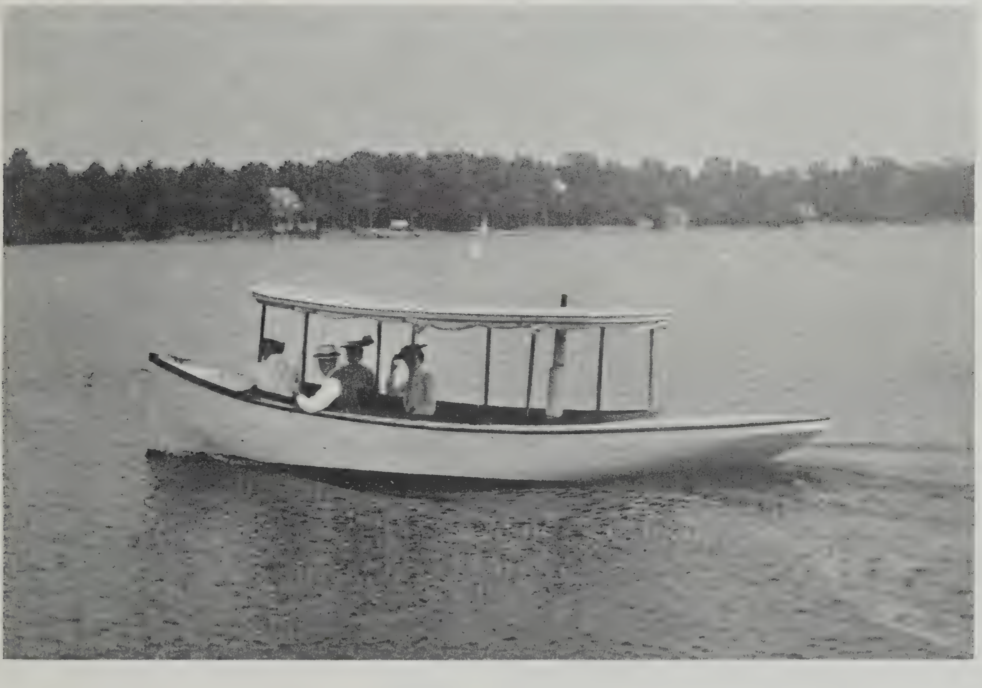
VOLUME XXV JULY 1987 NUMBER 4



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## THE NEMASKET RIVER

### Part III

by Dorothy Thayer

*Muttock (Oliver Mill) continued*

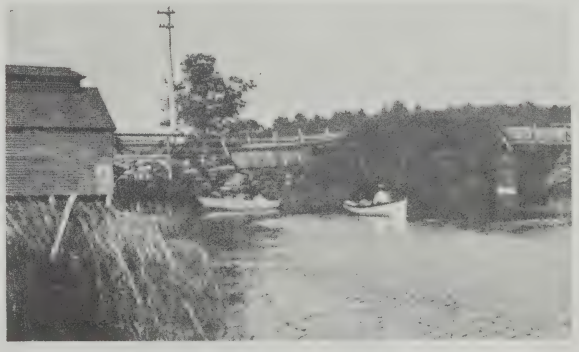
The works on the river were managed for short periods of time by many different men, but Abiel Washburn carried on a successful business there until his death in 1843. Eventually the industrial complex fell into ruins. An entry in the newspaper of 1867 notes that on Saturday night a severe storm of rain and wind set in motion a thaw of previous snowstorms which swept away the herring weir and dam at the Muttock works.

This old dam had served as the road from Muttock Hill to the Green until 1818 when the town voted "that an agent be appointed to petition the court to locate a highway across the mill pond at Oliver's works." A wooden bridge was built, but the road over the hill was so steep it was considered unsafe. Not until 1859 was a committee appointed to replace the bridge with a stone structure, raise the grade several feet, and cut down the top of the hill by eight or ten feet.

*Recreation on the River*

Recreation on the Nemasket River consisted of swimming and boating. The places to swim were identified by the person who owned the property: Frost's Landing, Waterman's Landing, Packard's, Bump's, Ludden's, and others. No fees were charged, there were no clothes changing facilities, people went for a swim when they felt like it. Several areas had slowly sloping shores acting like beach areas. The swimming holes were usually where the water was the deepest. The river banks were high and used for jumping into the river. There were a couple of deaths involving the river. In the 1870's or 80's a [illegible]y drowned while swimming with a friend near Waterman's Landing. Another drowning was mentioned in 1905. A six year old boy fell from the "Ocean House" window across the street from the electric light plant, hit his head on a stone wall, and fell unconscious into the river the drowned. Although the building was finally condemned in 1908, it wasn't torn down until 1910.

Boating on the river consisted mainly of rowboats and canoes. Even this size craft would just barely fit on the river in places today due to the growth of weeds into the channel from the river's edge. The original width of the river, however, is still visible. Before the overgrowth of weeds, the relaxation of boating was very popular. There were boat houses at the East Grove Street bridge used primarily for storing canoes. The canoe was paddled in between two platforms used for disembarking from the canoe. The individuals would lift the canoe out of the water, turn it up-side-down and store it on one of the racks attached to the inside walls. Space was at a premium so a rental fee of $15.00 a year was charged. Boating in the late 1800's and early 1900's was truly a social affair. One often met friends on the river and passed the time chatting.



Nemasket River, East Grove Street. Note boat houses where canoes and small boats were kept for recreational use on river. ca 1915.

*Assawompsett*

From the late 1870's to the 1890's a sidewheeler operated on the Nemasket River. The *Pioneer* was built in 1877 by John LeBaron. It was 40 feet long and could accomodate about 40 passengers. The following advertisement describes the trip:

MIDDLEBOROUGH ANTIQUARIAN
Middleboro, Mass.
VOLUME XXV 1987 NUMBER 4

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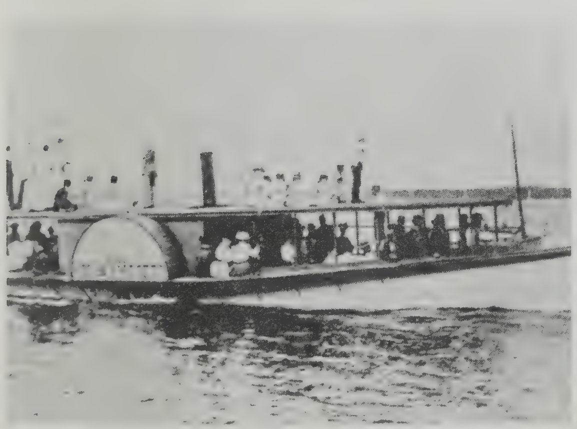
Steamer Pioneer. On and after June 1, 1879, a steamer will leave Riverside wharf, Water Street, on the following days: Tuesdays, Thursdays, and Saturdays at 1 o'clock, sailing up the Nemasket River to Assawompsett Lake, touching at Stony Point Grove and Lake View, passing through the narrows to Long Pond; returning, stopping at Sear's Grove, then returning home at 4 o'clock in time for any train on the Old Colony Railroad, making a sail of about 20 miles. Fare for the round trip 50 cents. Societies, Families and Private Parties accomodated in any of the remaining days of the week at reasonable rates by applying to J. Baylies LeBaron, Box 26, Middleboro. Moonlight excursions every month.

Three years later this sidewheeler was replaced by a larger one. The *Assawompsett* was about 60 feet long with a hinged smokestack which was lowered to allow passage under bridges. The claim that it could hold 100 passengers seemed a little high, since a count of passengers from a photograph of the vessel reveals only about 65 people. Although Mr. LeBaron built the boilers for the boats, he had to be issued a special fireman's license to operate them on the river and lakes only.

* * *



The steamer *Assawampsett* that took parties up Nemasket River to Lake Assawampsett. Smoke stack was hinged so it could be lowered to go under low bridges on the river.

A canal dug by hand in 1816 with the aid of horses was to provide a greater flow of water in the river for the cotton mills located further down the river. The project failed and was abandoned. The canal was used by the steamer eliminating a section of the river that contained two almost right angle turns. This canal is still visible from Vaughan's bridge today (1984). There were several places along the river where a "settin' pole" was required to push the craft off the rocks and shoals.

The steamer took many passengers to the memorable 4th of July celebrations at Stony Point, now known as Nelson's Grove. As the sidewheeler entered the waters of the Lake a salute from a two foot brass cannon mounted on a boat would announce its arrival. The boat was owned by Tom Thumb, one of the well-known Little People. He married Lavinia Bump of Middleboro, also a Little Person. They owned a home not far from the river in the Warrentown section of town. They were best known for their appearances in the Ringling Brothers, Barnum, and Bailey Circus. On this day a sudden squall came up and the tiny boat, cannon and owner aboard, capsized. The cannon was lost at the bottom of the lake, but the owner and boat survived.

The joy of riding the sidewheeler ended around the turn of the century when the city of Taunton built a gatehouse across the mouth of the Nemasket River. They were authorized in 1875 to use the Lake as a water supply. The gatehouse allowed them to regulate the water by raising or lowering of planks. Although a big rock north of Bridge Street, visible only from the river, had a drill hole made in it back in 1897 to designate the high water mark of the river, the water rarely reaches that point even today. Without access into the Lakes and the low level of water in the river, the sidewheeler cruises stopped.

The sidewheeler was pulled up on shore and left to rot near the East Grove Street bridge. The waterworks built to take water from the watershed of the Nemasket River to supply inhabitants with water for domestic, manufacturing, and fire fighting purposes has been located near the East Grove Street bridge since 1885. According to a letter of Ralph Sampson who worked at the pumping station across the river, the vessel laid near the bridge, but broke loose, floated to the bridge, wedged against the abutment, and blocked the river entirely. The vessel was pulled up stream to a cove across from the pumping station. He further states the engine was used to haul ice at

LeBaron's ice houses and the hinged smokestack was left in the meadow to rust away. He recalls, during World War I, two boys carrying a long birch pole between them ripped off most iron parts, hung them on the pole, and trotted them away for scrap iron. The keel may be the only part still buried in the mud today. A letter of Harold F. Dunham relates how a cousin and he would borrow a rowboat hitched to a post in back of the pumping station, cross the river, and play pirates around the ribs of the vessel. George Ward Stetson, who lived on the corner of East Grove Street, not far from the river, remembers as a young boy seeing the ribs of the boat when he went for walks with his father.

## HERRING IN THE RIVER

The spring migration of the herring from Mount Hope Bay up the Taunton and Nemasket Rivers to Lake Assawompsett and other ponds to spawn announced by the sea gulls who follow them, always ready for a meal. This migration of herring has always governed any changes considered on the Nemasket River. The fish were generally used as food fertilizer, or lobster bait, but there is a record of them being used as a payment of services. There were laws to protect the fish, to regulate the catching of them, and to decide who would receive them. There were agents who would supervise the catching, distributing, and collecting of money for the herring. They were also to see that the fish were caught only at the weir, by those appointed by the town, and at the appointed times. Anyone caught fishing illegally would be arrested and fined. There were some who did not like the laws protecting the herring as evidenced by an article in the *Bridgewater News* in 1868 which stated several hundred voters from the city of Fall River petitioned the legislature "to repeal all laws in regard to taking alewives and Shad in Taunton Great River and Nemasket River so far as relates to the city of Fall River." The petition was not published according to statute so they had to withdraw it for want of legal notice.

Near the old grist-mill at the Muttock was a community herring house. Here the herring would be smoked and salted for distribution to inhabitants who were eligible for free fish. Later a nominal fee was charged for 200 fish. They would still be given to widows and spinsters and others who couldn't afford tobuy them. About 40,000 fish could be caught before noon of which 6,000-7,000 would go to the poor house. Youngsters earned one cent a stick for putting a dozen fish on a stick ready for smoking. There were herring peddlers in the spring and summer.

The town has always received a revenue for the privilege of catching and selling the herring under the rules decided at the annual town meeting. The auction of fishing privileges would be held in February or March. The privileges provided that herring be taken between March 1st and June 15th, 4 days a week. Since part of the river and the Lake are in Lakeville, the town gets a share of the amount paid for the fishing rights based on the proportion of ratable polls in Lakeville to those in Middleboro.

Commercial fishing in the early 1900's was done with hand nets or seines and the fish were put into barrels. In later years it was mechanized and they were dumped into trucks. The main fishing site was at the Star Mill. There was no municipal fishing pool because of the cost to maintain a bridge. The prices of $100 to $250 in the early 1900's rose in the 1940's with the highest bid of $8,600 in 1944. This year the river's water level was extremely low and pollution in the Taunton River killed most of the fish, making a disastrous year for the fish bidder. The fishing rights continued to be sold at the Star Mill until 1965 when the Winthrop-Atkins Company cut a new channel to allow for expansion.

The abundance of herring continued to decline, a strange disease in 1965 killed many of the fish. It was during this year that many projects were started to improve conditions along the river for the fish. A new bridge at Wareham Street near the light plant with automatic gates under the road for the fish was constructed with funds of 50% from the Department of Public Works, 25% from the county, and 25% from the town. The interest in low water affects on herring and surrounding marshland prompted a study of the methods of controlling weed growth in the river. There was even a demonstration of mechanical weed cutters.

During the 1960's-1980's many of the proposals for river improvement took years to complete. The building of a fish ladder at the headwaters of the river took three years. In 1968 a "denil fishway" the first of its kind in Massachusetts was constructed by Marine Fisheries biologist Joseph "Buzzie" DiCarlo and his crew. The town only pays for the materials, the Marine Fisheries Division supplies the design and does the construction at no cost.

The Nemasket River Environmental Corridor Plan was first introduced in 1974. The progress of this plan has been extremely slow. The objectives were stated, al cation of Federal funds were sought; the possibility o joint venture with Lakeville for cleaning and protecting the upper sections of the river was explored; final approval to clear accumulated silt from the gatehouse area was received; and easements to allow test borings at the headwaters prior to the removal of sediment and installation of a sediment trap were obtained. But any visual changes in the river have not yet taken place.

Other projects of the Conservation Commission were to establish a greenbelt along the river with land acquired by gift, donation, or purchase; to conduct a study of the three-year cycle of the herring by tagging the fish (1967-1970); to transplant herring into Tispaquin Pond for 5 years while construction of fishways on Fall Brook a tributary of the Nemasket River is completed; to plant millions of shad eggs in the river in hopes of re-establishing the "shad" run in five years (started in 1969); and to renovate the fish ladder at Nemasket River near the light plant by making it deeper and wider insuring easier access to the fish (1969).

A very worth-while project was the restoration of Oliver Mil Park. The work was conducted by Roland Wells Robbins. Two stone fishways were completed in 1968, one [illegible] 1969, and a new fish ladder in 1982. Much of the beautification of the park was done by organizations and individual volunteers. The park has become a nice place for a summer picnic. The stonework offers a nice setting for picture taking. In the spring it is a popular spot to observe the annual canoe race and of course, the herring migration.

The importance of the Nemasket River is evidenced by its inclusion on maps of the town as far back as 1831 and 1855. The river mentioned in an article titled "An Indian Journey" in the November 1885 *Harper's Monthly Magazine.* There was a poem written by James Rily, who had lived in the Muttock section of town, about Billy Allen who worked in the grist mill on the Nemasket River. The poem published in 1888 was entitled "Miller in the Mill."[50] A more recent use of the river's name was in a column of the *Middleboro Gazette* called "By the Clear Nemasket River of Echoes from Shad Row." The river is also included in a small handout map of the historic "sights" of Middleboro prepared in 1984 by the local historical commission. Although the Nemasket River today just passes by such places as the Ocean Spray Cranberry processing plant, the original waterworks, the Riverside Restaurant, the original light plant, the Thomas Peirce public playground, the Winthrop-Atkins Company, the [illegible]masket Hill Cemetery, Oliver Mill Park, and beautiful countryside, it will be remembered as a contributing force in the development of the town of Middleboro.

## SUNDAY DRIVES IN THE 1920's

by Clint Clark

Railroad men in our neighborhood, a "stone's throw" from the depot walked to their jobs. Because there were door-to-door peddlers of bakery goods, fish and milk, and grocery stores in Everett Square nearby, the family car stayed in the garage until weekends.

On Saturday, the man of the house used the car to go around paying bills and attend to other business. After church and dinner the following day the neighborhood was virtually deserted. Everyone went for a Sunday drive.

A joy it was in those days to ride in touring cars which sat high off the ground and there was open country to see rather than housing developments and shopping malls, acres of blacktop, and the "Golden Arches." There were, however, many little roadside stands that catered to our hunger for hot dogs and ice cream and salt-water taffy.

Along the old Cape highway in the spring of the year we saw children selling bunches of mayflowers, and blueberries and strawberries in the summer. There was Onset with its Penny Arcade and band concerts. Then we drove on to see the New York boat go through the canal. We flashed headlights and waved to the passengers. They waved back and the steamer whistle tooted.

There were amusement parks in all directions from Mayflower Grove in Bryantville for picnics under the pines and motorboat rides around the pond, to Acushnet Park with its rollercoaster and "The Whip."

Sunday drives in the twenties were not ruined by blowouts. They were expected. There was the driver who wasn't capable of handling even minor repairs at home or on the road. They wouldn't think of leaving home without a kit of tools and a good supply of blowout patches.

Most memorable on those Sunday drives was winging along in an open car, wind drumming in our ears, sun burning on the black leather seats . . . the great, green open spaces, pastures white with daisies, and the next hot dog stand.

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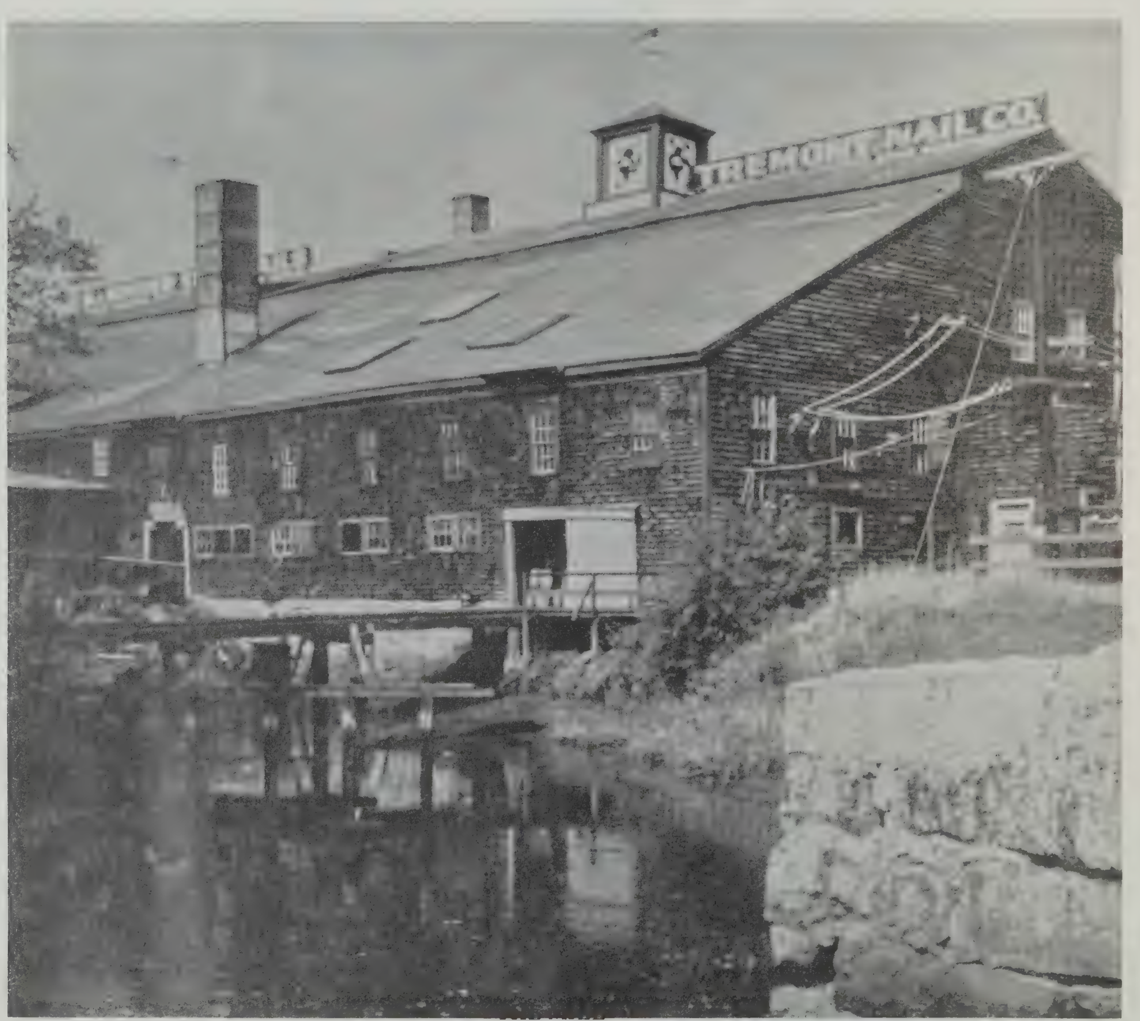


**TREMONT NAIL COMPANY**

Tremont Nail Company was established in 1819 by two North Middleboro men – Jared Pratt and Isaac Pratt. After many fires and set backs the present mill was built in 1848, but in 1866 was completely destroyed by fire and the rebuilding was not completed until 1867. The mill then looked very much as it looks today.

## TREMONT NAIL COMPANY

Of the many old weathered buildings in the Cape Cod area representative of the life and work of early America, perhaps none are more typical and authentic than the Tremont Nail Company of Wareham. Of special historical interest is the fact that in these buildings a product is being manufactured much in the same manner as it was when the mill was constructed in 1848. Tremont Nail Company manufactures nails of a type that has been used for centuries.

The original mill was humorously described "as a mill on a stream tyed to a tree to prevent yt from being washed away by the springe freshet.

The mill was established in 1819 by two men from North Middleboro: Isaac and Jared Pratt. Although from the first, the Pratt's produced nails of such superior quality that they earned an enviable reputation, in 1834 the company failed and the operation was taken over by a group of business men whose names were well known throughout New England: William Rodman, John Avery Parker, Charles W. Morgan, Bartlett Murdock, Benjamin Fearing, William Caswell, Horace Pratt, and the name of the mill was changed to "Parker Mills." In 1838, a fire destroyed the entire mill except a small shed and seven nail machines. In 1848 the present mill was built.

In the year 1845, the Tremont Iron Company was organized in Boston with the first offices on Tremont Street, whence came the name. The Tremont Iron Company sold its assets in 1858 to a new corporation, The Tremont Nail Company. The Company remained in business until 1866, when the entire mill was destroyed by fire, and the rebuilding of the mill was not completed until 1867.

The first cut nail machines appeared during the late 1700's and the first machine to cut and head a nail in one operation was invented by Ezekiel Reed of Bridgewater.

From information supplied by the Tremont Nail Company, we learn that nails are generally divided into three categories: hand wrought nails, cut nails, and wire nails. Hand wrought nails were used throughout the 17th and 18th centuries. They were used mostly for framing and concealed work, but occasionally were used for more decorative work when the heads were in the form of a "rose", a sharp point, or what was called a "T" head. Wrought nails continued to be used long after cut nails and wire nails came into existence because of their superior "clinching " ability.

Hand wrought nails were made in the colonies before and during the Revolutionary War. The period from 1790 to 1830 witnessed a transition from hand wrought nails to the machine cut nails. America led England in the manufacture of these nails. A rapid development of the machines used to cut these nails made it possible to manufacture them in large quantities. Thomas Jefferson purchased a machine and produced nails for sale. Previously he manufactured hand wrought nails and was proud of this skill.

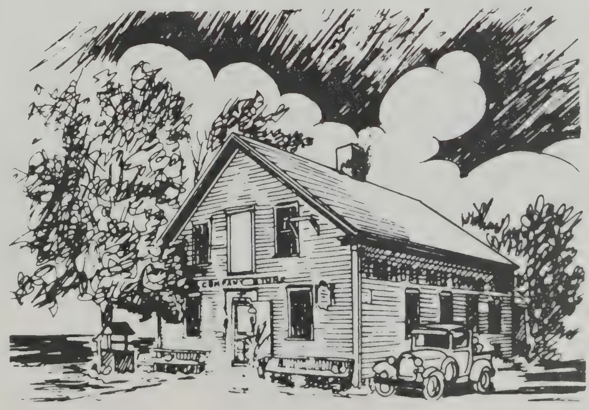
Nails are an important factor in dating old buildings. This is not a precise technique, but judging by the nails used in a building, proves generally reliable and useful. There are subtle differences in the variety of nails which enables one to use them as a dating tool with some certainty.

Until the year 1920, the Tobey family of Wareham owned and operated the company. Richard Soule of Boston was the Company's first president and Joshua Tobey its first treasurer.

In the early 1920's the operation was sold to the United Shoe Machinery Corporation. In 1927, the father of James Kenyon, Jr., purchased the operation from his father and at his death his son, James S. Kenyon, III, of Middleboro became owner and manager. The Tremont Nail Company came full circle and as it was in the beginning, came under the ownership of Middleboro citizens. The three Kenyons are now deceased, Mr. Kenyon III having passed away in 1986.

## THE COMPANY STORE

For many years the Company Store has been a prominent and profitable part of the Tremont Nail Company. Originally the building was a cooper's shop where kegs and barrels were made. At first the store supplied the staples and necessities for the convenience of company workers and their families. For several years the store has been open to the pubic and carried a full range of antique nails, hand wrought hinges, latches, door knobs, eagles and unfinished wooden ware, souvenirs and gifts, all reminiscent of the days when the Tremont Nail Company was young. Very recently, the company store has somewhat curtailed its stock, but still has a full line of nails and some of its early products.



## JARED PRATT

Jared Pratt was born in Bridgewater, July 27, 1792. His parents were Josiah Pratt, a farmer, and Bethia Keith Pratt. After receiving a good education in the public as well as private schools, he taught in Taunton when he was nineteen, and then went into business there. He was at first clerk in the nail factory of Crocker & Richmond, but later worked with other manufacturers. On January 1, 1818 he was married to Jemima Williams, daughter of Job King of Taunton. They made their home in North Middleboro, where he began business as proprietor of a general store in partnership with his uncle, Isaac Pratt. In 1819 the firm, I. & J. Pratt, carried on business in different lines in Wareham, where they owned a forge, a "bloomery." The business gradually outgrew its modest proportions, and became the large manufacturing establishment known as the Wareham Iron Company. The growth and extent of this industry were due largely to the financial ability and shrewd business management of Mr. Pratt, who, as treasurer, conducted the monetary affairs with great skill. In 1824, it was necessary for him to move to Wareham, and in 1836 he went to Harrisburg, Pennsylvania, and established extensive iron works, where nails, bar-iron, plates, etc., were made. In 1842, his son Christopher was associated with him under the name of J. Pratt & Son.

In 1859 he retired from business and settled in his North Middleboro home. Aside from his remarkable business ability, Mr. Pratt was a valued citizen of Middleboro, doing much to assist in the growth and improvement of the town. From his wide experience his advice on all matters was much sought after. He served as sergeant in Captain Keith's Company of East Bridgewater in the War of 1812 and later held a commission as captain of the militia by which title he was known. He died July 4, 1864.

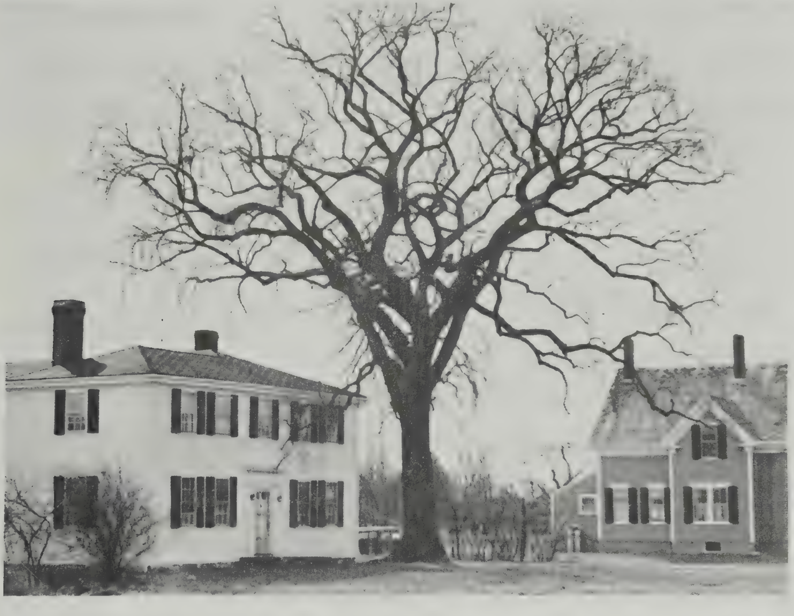
## ISAAC PRATT

Isaac Pratt was born March 6, 1776. His father was sixth generation from Phineas Pratt. Isaac was a farmer of Titicut, who married Mary King of Wareham. He was educated in the schools of Middleboro at a time when the schooling did not exceed two or three months of the year. He married Naomi Keith of Bridgewater May 19, 1804. He early became interested in the manufacture of nails, and with his nephew, Jared Pratt, he carried on an extensive business. When the Reed nail machine was perfected, this firm purchased the right to its use, gave up the store in Titicut, and moved to Wareham. Here they erected a mill, which was known as "Parker Mills" for rolling iron into nail plates and then cutting the plates into nails. The firm was among the first in the United States to manufacture cut nails upon a large scale. In 1829, their establishment was incorporated under the name of the Wareham Iron Company. Although this was a corporation, it continued under the name of the firm until 1824, when the partnership was dissolved and Mr. Pratt returned to his farm in North Middleboro. He died December 3, 1864, at the age of eighty-nine years.

*The Boston Evening Traveller,* at the time of his death, said: "He was industrious, frugal, unostentatious, benevolent, and hospitable; a patron of educational interests, a kind neighbor, a devout Christian, and public-spirited citizen. For more than seventy years he was an exemplary member of the Congregational Church. Although he adhered to the tenets of his faith with a steadfastness characteristic of his Puritan ancestry, he was neither bigoted, dogmatical, nor ascetic. He was conservative, but liberal in his views. He will be remembered as a fine type of a class now rapidly passing away — the sturdy, honest, liberty-loving farmers of the early days of the Republic."

*We are indebted to Mr. Donald Shaw of the Tremont Nail Company for supplying the information that made this article possible.*

## OUR NEIGHBOR TO THE SOUTH LAKEVILLE

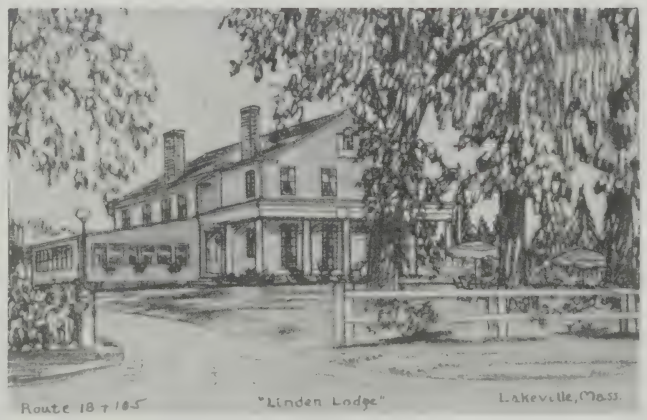


### THE MAJOR PETER HOAR HOUSE

The house is better known to a modern generation as the John Paun house as the Paun family occupied the house for many years. Mr. John G. Paun's grandfather, John Paun, purchased the house in 1854 from a Mr. Chase. It is said the front hall, the bannisters and painting on the stairs, are exact replicas of those in the Peter Oliver house at Muttock. This is also true of the beautiful mantels and mouldings in the Oliver house, sometimes called the Sproat house.

### LINDEN LODGE

In the early 1900's the family of George and Mary Chapman owned and occupied the property on Bedford Street overlooking Assawampsett Pond. In the middle 1900's, two sisters by the name of Brannock purchased the estate and operated a rather excluclusive restaurant - by reservation only. It was they who named the place "The Four Lindens" which later became "Linden Lodge." They sold to a French family who built a large kennel, planning to raise pedigreed dogs, but that did not materialize, and the kennel was converted to living quarters. For a time it was occupied by a well-known Boston doctor, Dr. Richardson, and his wife, who was also a doctor. A Mr. Grover from New Bedford was the next owner and it was while he was proprietor that Linden Lodge was demolished to make room for modern business expansion.



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